



Design & Access Statement

Sunnyside, Yapton Road, Barnham

by Davies Landscape Architects for the sole purpose of planning for the project below:

Sunnyside, Yapton Road, Barnham

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Design & Access Statement - Sunnyside, Yapton Road, Barnham

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The Design Team

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Drainage

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01 - Introduction

Purpose



The Site

Document Purpose

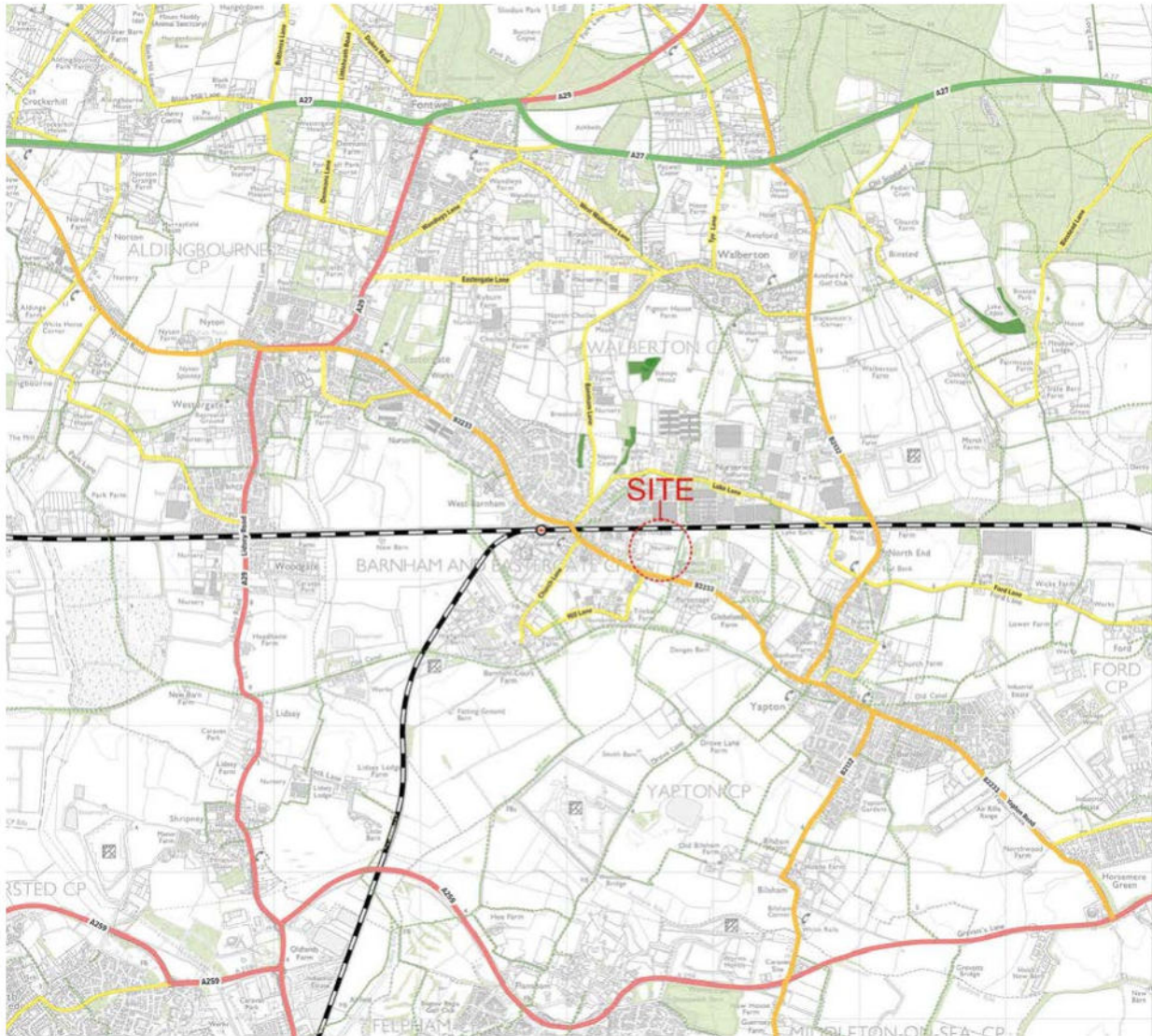
This Design and Access Statement (DAS) has been prepared by Davies Landscape Architects to accompany an Outline application for residential development (190 dwellings), on Land at Sunnyside, Barnham in West Sussex.

The DAS provides an analysis of the proposed development site and its context, bringing together the various inputs, key drivers and contributing factors that have evolved throughout the design process from the design team to result in a development that successfully responds to its settlement edge location and the local context of the site.

Illustrative Vision

As the application is being submitted in Outline, the proposed masterplan and strategies illustrate, in principle, how the site could deliver the proposals. Detailed matters relating to layout, appearance, landscaping and the internal road layout will be reserved for future consideration. Plans within the DAS should therefore be considered for illustrative purposes only.

Site Location



Context

Wider Context

The 8.09ha site is located on the eastern edge of the village of Barnham, which lies approximately 6 km north-east of Bognor Regis (OS Grid reference centred SU 96661 04210).

The site occupies an edge-of-settlement bordering the Barnham built up area boundary (BUAB) with development lying next to three of its boundaries. The mainline railway also bounds the extent of the northern boundary. The B2233 Yapton Road, borders the site's southern boundary providing direct connections west to the A29; services within Barnham centre and east to Yapton.

The South Downs National Park lies approximately 2.5km to the north.

Planning Context

Arun Local Plan Policy

The adjacent plan shows the planning context background of the site. With regard to the most relevant development plan policies within the Arun Local Plan 2011 - 2031, the development site sits outside but immediately adjacent to the 'Built-Up Area Boundary' for Barnham as defined by Policy SD SP2 of the Local Plan. Where development is sited outside of the built-up area boundary the land is considered as countryside (Policy C SP1 - Countryside) where development, in principle, is resisted.

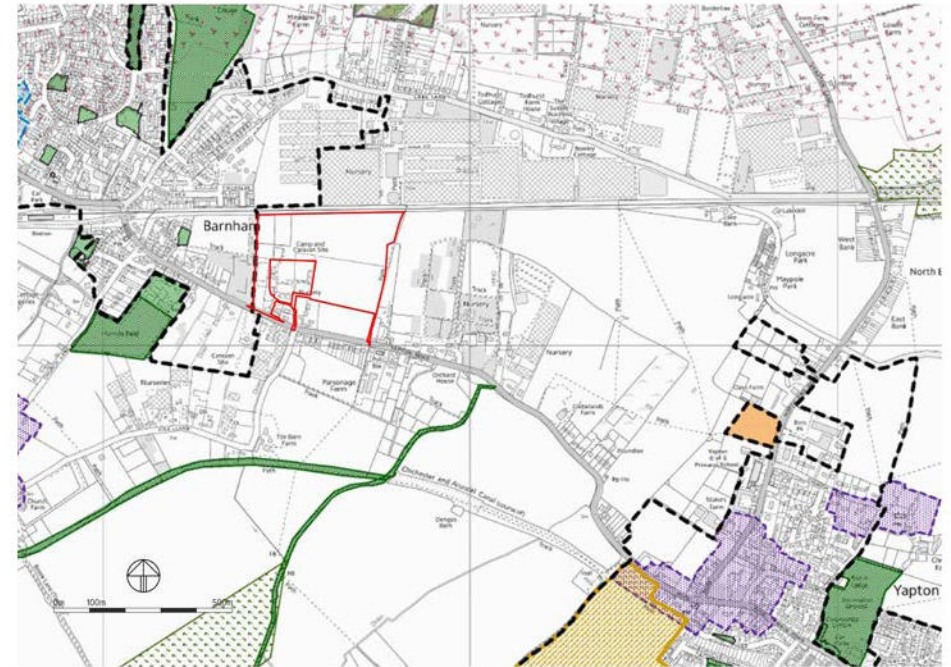
However, most relevant development policies in the Local Plan (including the above C SP1 and SD SP2) have reduced weight as Arun cannot demonstrate an adequate supply of housing land (currently standing at 3.23 years). When a Council cannot show a 5 year housing land supply (HLS), its policies which are most important for determining the application become 'out of date' triggering a presumption in favour of sustainable development. This means that permission can be granted unless adverse impacts significantly outweigh the benefits, effectively tilting the balance towards development and overriding Local Plan policies.

The Council's significant and persistent shortfall in housing land supply; substantial past under delivery; and a lack of progress on updating its Local Plan are allied to the site's locational suitability which are addressed in detail within the Planning Statement.

Barnham and Eastergate Neighbourhood Development Plan (BENDP)2 - 2019 to 2031

This was one of the first NDP's to have been made in the country and was reviewed following the adoption the ADC Local Plan in 2018 and examined to accord with the Localism Act in 2021. The Barnham and Eastergate Neighbourhood Development Plan 2019-2031 (BENDP2), 'made' in March 2022, was a 'material modifications' update of the earlier 2014 Neighbourhood Plan.

The plan follows identifies three allocations to meet a housing 'quota' of 75 new dwellings within the joint parishes area. Only one of those is in Barnham, a brownfield site known as 'The Square'. This has not yet come forwards for development.



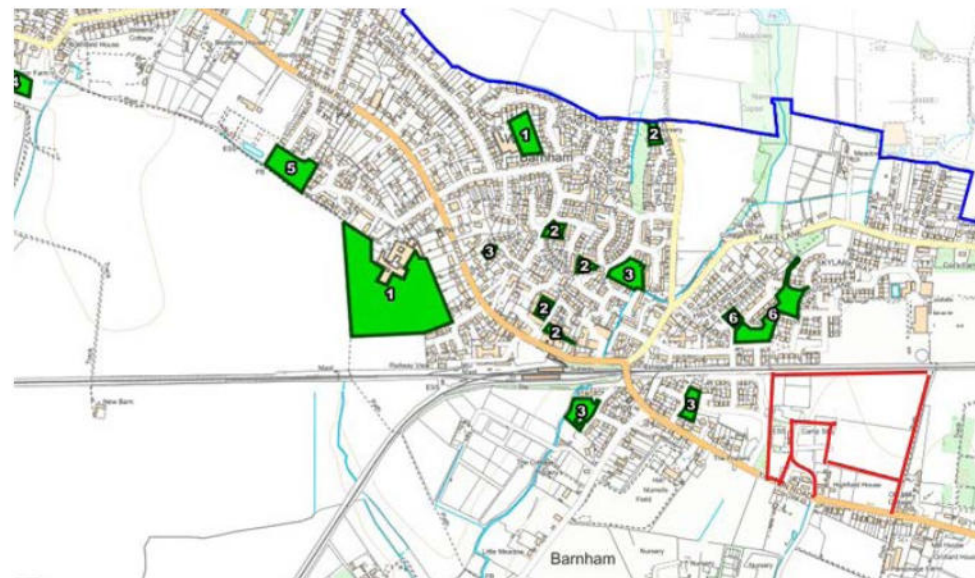
Extract from the adopted Arun Local Plan



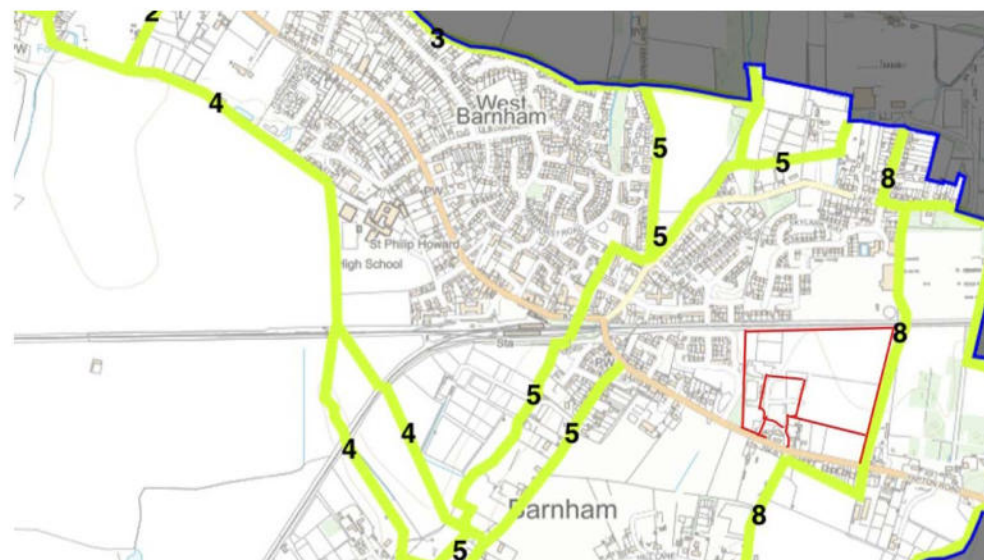
The Planning Statement discusses this 'quota' in detail the BENDP2, its housing strategy, and the fact this based upon a 2018 housing requirement taken from the Local Plan's spatial strategy. Planning Inspectors have concluded that strategy has failed, and it has led to a serious shortfall in housing supply generally, as well as a critical lack of Affordable Housing. The housing figure in the Neighbourhood Plan will not deliver enough homes. The district has a shortfall today of some 2,800 homes, and the housing register for affordable homes stands at over 1,700 individuals/families.

The Neighbourhood Plan covers a lot more than the amount of housing and the location of housing sites, however, and its other policies have been carefully considered in preparing these proposals. A number of these support or echo local plan policies. Relevant policies, having regard to the fact these proposals are in outline at this stage, include;

- ES1a Flooding.
- ES3 Local Gap/Green Infrastructure Corridors.
- ES4 Protection of open views.
- ES5 Quality of Design.
- ES10 Trees and Hedgerows.
- ES14 Development on Agricultural Land.
- ES16 Dark night skies.
- H4 Integration of new housing into surroundings.
- H8 Settlement Boundary.



BENDP2 - Local Open Space



BENDP2 - Biodiversity Corridors

The Brief

Deliver up to 190 residential dwellings (including market and 30 % affordable housing) with associated access, public open space, play facilities, and a landscape-led framework that delivers Biodiversity Net Gain within the application site.

The development will be accessed via a new junction from the B2233 Yapton Road, creating a sustainable new neighbourhood that responds to the site's landscape character, ecological and visual context.

Sunnyside Barnham - Accommodation Schedule			
Mix	Type	%	Total
Affordable	1B Apt	10	6
	1B Apt Mais	20	12
57 units	2B	49	14
	2B Apt	inc	10
	2B Apt FoG	inc	3
	3B	14	8
	4B	7	4
		100	57
Market			
133 Units	2B	35	47
	2B Apt	5	6
	3B	40	53
	4B	20	27
		100	133
Total Houses			190



Existing Aerial Photo (2025)

02 - Place

Local Context

Access & Movement

The adjacent plan shows the access and movement context of the site, including the railway corridor and network of local lanes and Public Rights of Way (PRoW) which surround it.

Part of the site was previously used for horticultural purposes and benefits from vehicular access directly from the B2233 Yapton Road, which runs along its southern boundary.

The railway mainline to London runs east-west to the immediate north of the site, with Barnham railway station situated approximately 700m (9-10mins walk) to the west, providing excellent sustainable transport links.

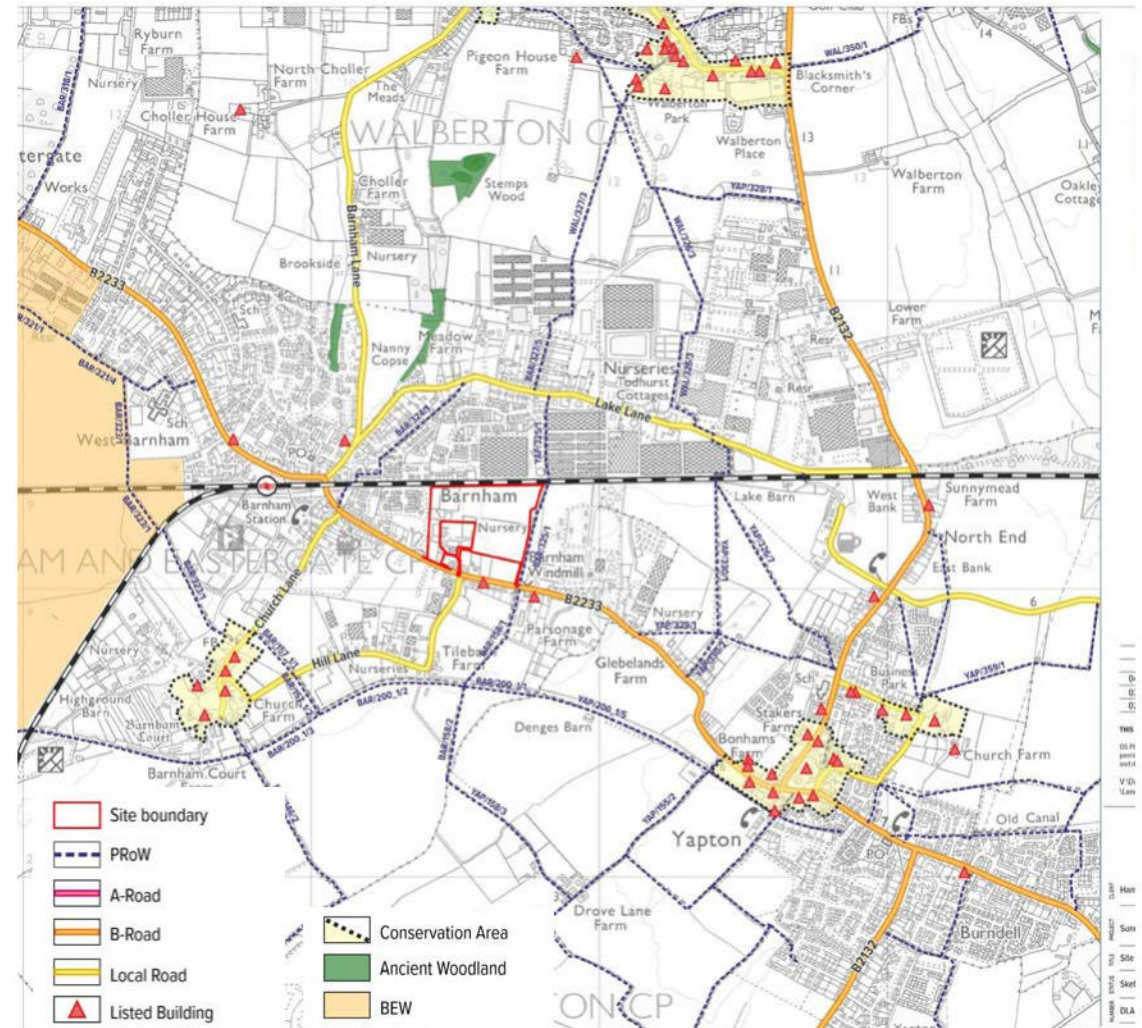
A broad network of PRoW exists in the local area. Footpath BAR 325/1, which runs along the site's eastern boundary, is currently closed across the site due to safety concerns at the railway crossing, and consultation is underway for its permanent closure.

There are no nearby National or Regional Cycle Routes. The nearest is England Coastal Path route which runs along the sea front through Bognor Regis, and National Cycle Route 2 which runs along the A259 at Flansham.

Vehicular access for the proposed development would be provided using a new access layout at the existing entrance (towards the southwest of the site) off Yapton Road.

Landscape

The site is not subject to any statutory landscape designations. The South Downs National Park, is located approximately 2.3km to the north. The land to the immediate east of the site is covered by a Tree Preservation Order (TPO/BN/4/20) protecting numerous trees. In addition, two further TPOs (TPO/BN/1/00 and TPO/BN/2/00) are located nearby to the west of the site.



Access and Movement

Historically the local land use and field patterns are closely interlinked with the historical and topographical context of the area. Large scale horticultural/food production has a strong visual presence in the local landscape. However, the settlement of Barnham has expanded considerably along key routes, including recent developments to the south, north and west of the site creating a strongly enclosed site character, reinforced by mature tree belts, hedgerows and trees to the east and west.

Ecology

There are no non-statutory designated sites within 2km of the site. Priority Habitats (Deciduous Woodland and Orchard) are located to the immediate east and lie within a defined Biodiversity Corridor in the Neighbourhood Plan.

Heritage

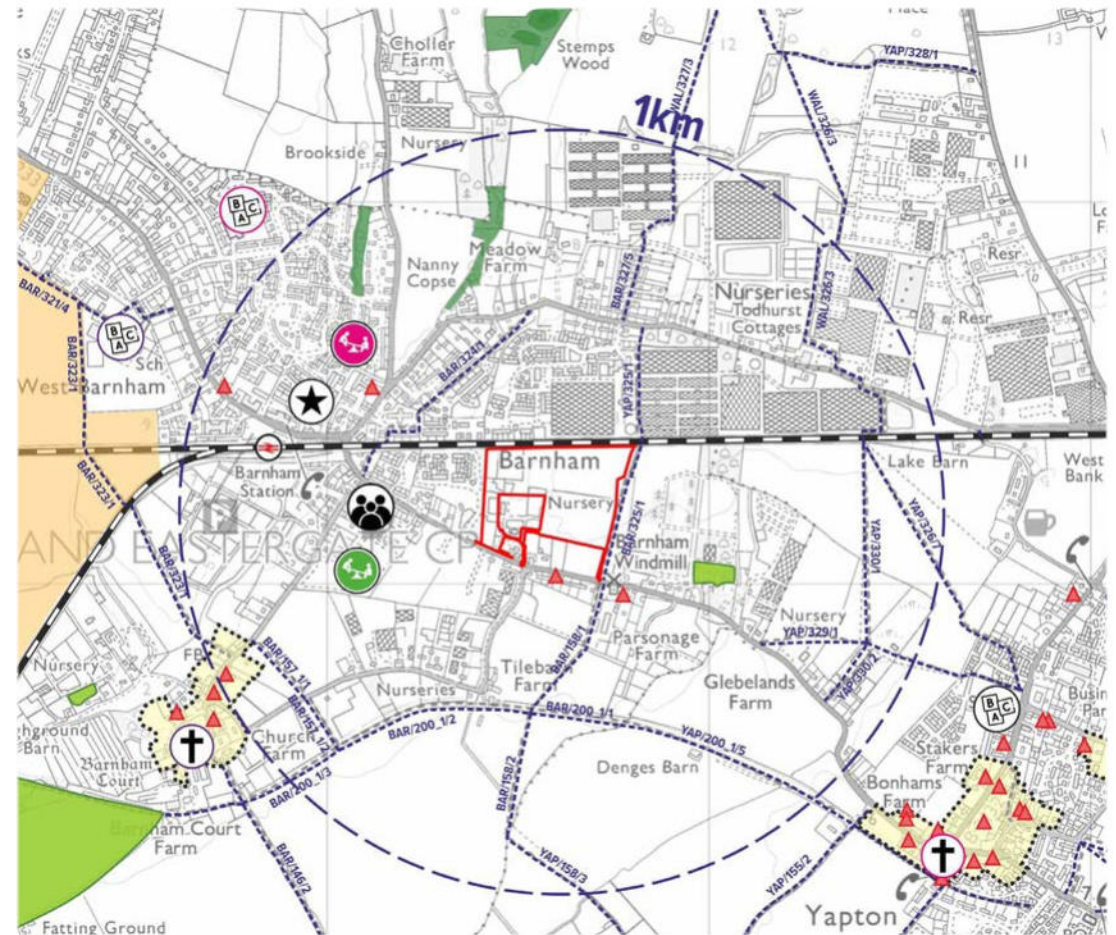
No statutory heritage assets are located on the site. The nearest Listed Buildings (Rose Cottage and Barnham Windmill, both Grade II) are situated to the south of Yapton Road. Furthermore, while Conservation Areas exist at Yapton, Church Lane in Barnham, Walberton, and Eastergate, a Zone of Theoretical Visibility (ZTV) analysis confirms there is no potential for intervisibility between these designated heritage areas and the site.

Hydrology

The site is situated within the flat topography of the coastal plain, an area characterised by drainage ditches known as 'rifes' further south. While these are not present across the site itself, a drainage ditch runs along the northern part of its eastern boundary before turning eastwards. The site is classified entirely within Flood Zone 1, indicating a low probability of flooding from fluvial or tidal sources.

Local Community & Facilities

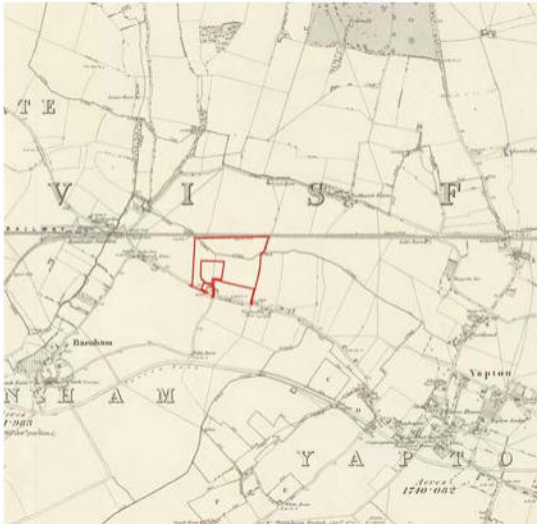
The plan above shows how the site benefits from a wide range of community facilities, all located within a 1km radius. These include Barnham Primary School, St Philip Howard Catholic School, Yapton CE Primary School, St Mary's Church, St Mary the Virgin Church, Yapton Free Church, a Post Office, Barnham Railway Station, a Play Area, Murrells Field and Barnham Community Hall.



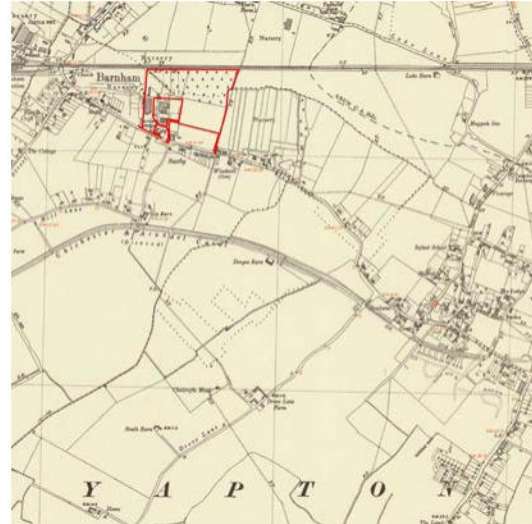
Designations and Facilities

- Site boundary
- ⦿ Barnham Primary School
- ⦿ St Philip Howard Catholic School
- ⦿ Yapton CE Primary School
- ✝ St Mary's Church
- ✝ St Mary the Virgin Church
- ✝ Yapton Free Church
- ★ Post Office
- ⚓ Railway Station
- ⦿ Play Area
- ⦿ Barnham Community Hall
- ⦿ Murrells Field

Settlement Evolution



Historic OS Map 1880



Historic OS Map 1951

The settlement of Barnham has evolved considerably since the early OS mapping. The adjacent mapping shows how the site's context has changed from rural farmland to the edge of a large village settlement, with residential development on three sides.

18th century

Historically the site formed part of the rural farmland between Barnham and Yapton. The coastal plain farmlands were historically interspersed with nucleated villages and horticultural nurseries.

20th century

Later development in the 20th century resulted in the introduction of additional piecemeal boundaries developing, particularly on the western part of the site where the old nursery buildings were located. As a result it would be considered to make very little contribution to historic agricultural patterns. The historic map pre-dates the establishment of wider horticultural nurseries across the area. However, it shows Rose Cottage and the windmill (now Listed) to the south, and a few other dwellings and agricultural buildings nearby. The footpath shown on the site's eastern edge is currently disused as the railway crossing is closed.

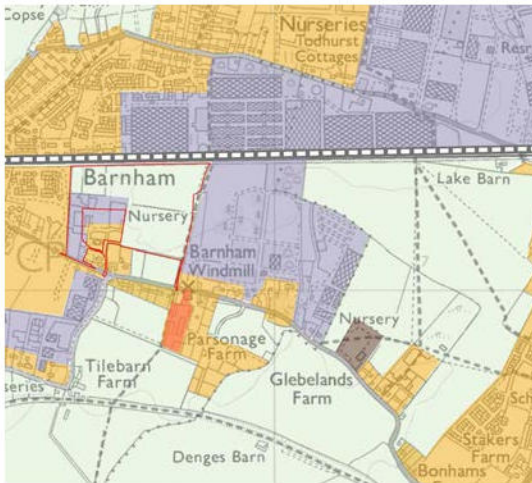
21st century

There has been significant development of both Barnham and Yapton during the last 25 years. The site's current context includes settlement that has developed along the Yapton Road, with both older dwellings and new residential developments to the south. To the north the railway line borders the site, with new residential development, and large scale glasshouses beyond. In summary, recent residential development is located to the north, west, and south west, and land to the east is now a disused nursery site. The west, north and south boundaries have therefore been developed and the site no longer gives the impression of being notably rural.

The proposed strategic housing development adjoining Barnham, Eastergate, and Westergate (BEW) will further influence the overall settlement pattern, and include new community facilities, sports hubs, and road networks in the future.



Aerial 2024



Current Land Use



Historic maps provided by the National Library of Scotland.

Built Form

The following text and photographs illustrate the existing built form context of the site, providing design cues for the proposed development.

The Local Distinctiveness Study

The Local Distinctiveness Study of West Sussex 2005 records the site as within the South Coast Plain Character Area. The study was carried out in 2005, and since that time there have been several residential developments in the vicinity of the site. As a result, the study provides a useful guide to the historic vernacular but does not take account of the emerging character, which includes a mix of larger dwellings, and flats, as well as the smaller scale two storey cottages which were more typical in the past. The area remains predominantly two storey, however, with 3 storey elements (single dwellings and flats) in places. The study notes the following pertinent points in regard to the characteristics of dwellings in this area:

“Character: small plots normally with a mix of detached, semi-detached and some terraces. Frontage continuous but often irregular in the centre of large settlements and broken into semi-detached and detached elsewhere. Front gardens are small except in large villages where there are none;

Relationship to road: facing the front of the plot occasionally with some side on;

Walls: multi/red brick sometimes with flared grey headers to create chequerboard pattern, timber framing (typically in the west), flint with occasional galleting, isolated examples of beach cobbles, hung tile less evident, sandstone (rare);

Roof: thatch, clay tiles, Welsh slate;

Enclosure: hedges – typically hawthorn, yew, beech, hornbeam, box, privet, mixed native hedge; picket fences, hardwood post and rail, chestnut paling, flint and brick walls.”



Local Characteristics and Precedents

In addition to the distinctiveness study, local studies undertaken as part of this project confirmed the following:

Styles of dwellings are varied throughout the area, as is typical of a long period of expansion, and the images shown illustrate some of the styles found locally. Dwellings are typically 2 storey within Barnham village, however, more recent residential areas include predominantly 2 storey, with 3 storey elements. Materials include red and orange, and multi brick, sometimes with flint infill, with red clay tiled roofs or slate. Timber cladding is also typical, along with cream or white render with thatch or red clay roof tiles.

Typical boundaries to dwelling curtilages were traditionally brick and flint walling for example. Tree lines and hedging are also common features, often set behind walling, and sometimes close boarded fencing.

Road corridors within Barnham village are typified by walling, trees and hedges which help to retain a village feel to the area. Outside the villages, hedgerow and timber fencing is a more common characteristic, usually interspersed with hedgerow trees or tree belts in places.

Photographs 4, 5 and 6 provide examples of recent residential development which have included a range of locally typically characteristics further within the wider area at The Hedgerows, Eastergate.



03 - Site

Site Analysis

Setting

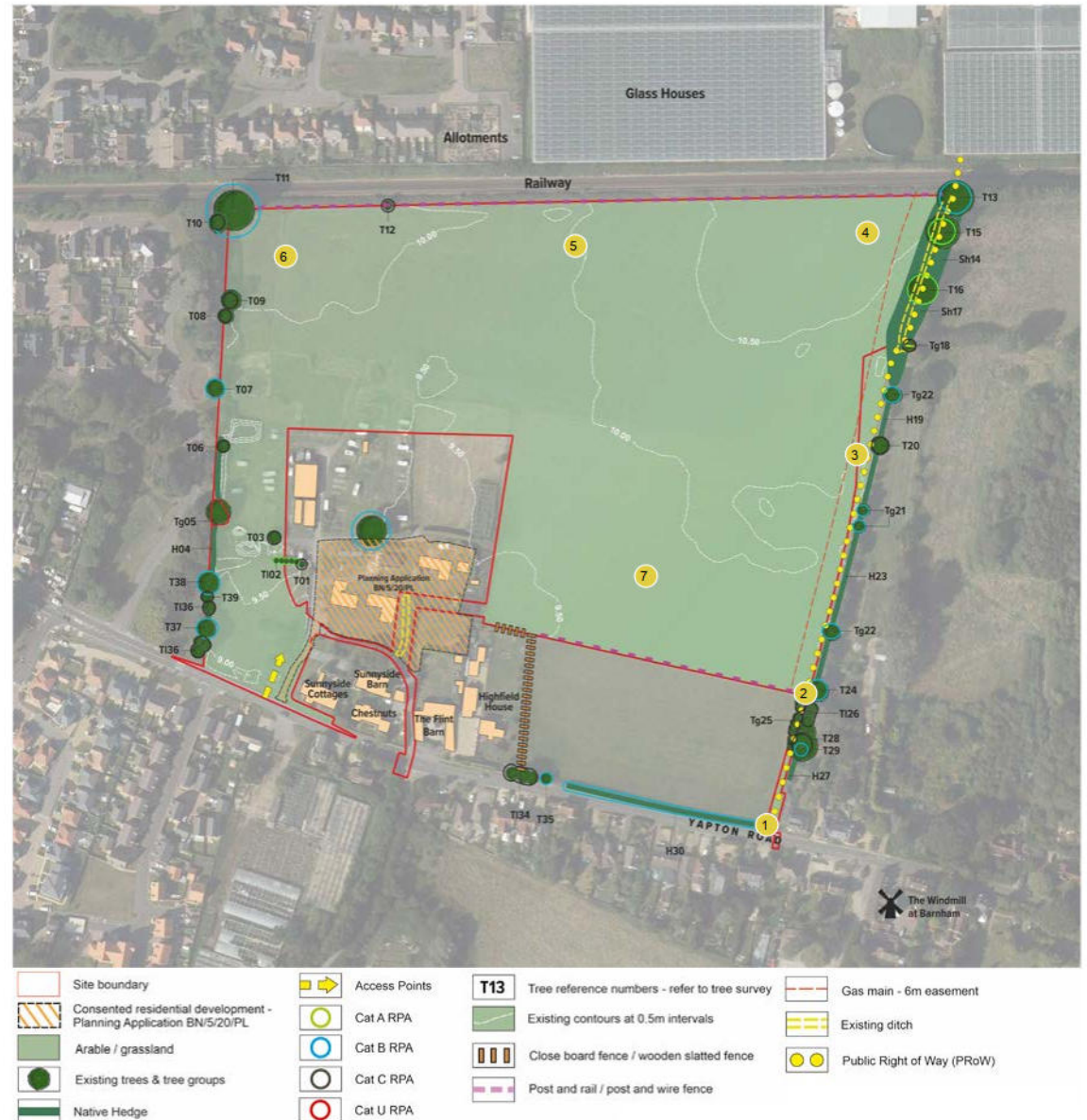
The application site is strongly enclosed by built form on three of its boundaries. To the north, beyond the adjoining railway line, are a mix of residential dwellings and commercial units and glasshouses. South, west and to the south-east, there are a range of housing types reflecting the architectural influences of the periods in which they were built. From this location, the site is in close proximity to a range of key day-to-day services and facilities at Barnham. Barnham's main line railway station, primary school, shops, services, commercial buildings etc are all within walking distance. The site is considered a sustainable location.

Features

The site is predominantly in arable use, with remnant soil mounds and dilapidated outbuildings reflecting its former nursery use. The site is generally considered to have limited landscape value, with its principal features being the established boundary treatments.

Access to the site is available from Yapton Road to the south. The mainline railway, featuring frequent train movements, forms the northern boundary. The northern railway boundary is defined by concrete post and wire fencing, with areas of bramble and scrub beyond. The southern boundary along Yapton Road is comprised of a variety of treatments, including a dilapidated post and wire fence and residential hedging. The western boundary is formed by a hedgerow and mature trees adjoining a residential development, while the eastern boundary consists of a tree lined hedgerow and the stopped up footpath BR325/1. This also forms part of a biodiversity corridor identified in BENDP2.

An Arboricultural Survey, undertaken by South Downs Ecology has identified numerous boundary trees, with two 'A' Category (high value) and multiple 'B' Category (moderate value) trees along the eastern boundary, and four 'B' Category trees along the western boundary. Additional 'B' Category trees are located offsite to the south.



Internal Site Photographs



1. Site photo from far south eastern extent of site at the defunct footpath entrance looking north east



2. Site photo from the eastern site boundary looking along westwards along the southern site boundary



3. Site photo from the central section of the eastern boundary looking south along the defunct footpath (access across railway line now blocked)

Internal Site Photographs



4. Site photo from northern boundary with railway line looking towards eastern and southern boundaries



5. Site photo from northern boundary (central section) looking south and eastwards



6. Site photo from north western site corner looking towards the western site boundary

Ecology

South Downs Ecology has provided ecology and arboriculture advice for the project.

There are no statutory or non-statutory designated sites within 2km of the site. The following UK Priority Habitats occur within 2km of the site: wood-pasture and parkland, traditional orchard, deciduous woodland, ancient woodland, lowland fens, and coastal and floodplain grazing marsh.

No Priority Habitats occur within the site. The closest Priority Habitat is an area of deciduous woodland 125m east of the site. All habitats assigned to the site are detailed below and displayed in the Site Habitat Plan adjacent.

G4 – Modified Grassland (Mown with tall forbs and scattered trees). The plant species present are widespread and overall, the grassland is only of site value.

H3d – Bramble Scrub - The scattered bramble is of site value whilst the northern habitat is of local value.

H3h – Mixed Scrub with Scattered Trees - The habitat is only of site value.

U1b – Buildings/Developed Land - Patches of bare ground, gravel and hardcore paths cross the site. The habitat is of negligible value. The habitat is of negligible value.

H2a6 – Species-Rich Native Hedgerow - A species-rich native hedgerow spans the length of the eastern boundary, the habitat is of local value.

h2b – Non-Native and Ornamental Hedgerow - The habitat is of negligible value.

w1g – Ecologically-valuable Line of Trees - The habitat is of site value.

r1g 50 – Ditch - A short length of dry, grass filled ditch is present in the centre of the site. The habitat is of negligible value.



Site Habitat Plan (South Downs Ecology)

Legend

Site Boundary.

U1b - Developed Land.

U1c - Artificial Unvegetated, Unsealed Surface.

G4 - Modified Grassland.

H3d - Bramble Scrub.

H3h - Mixed Scrub.

Small Tree.

H2b - Ornamental Hedgerow.

H2a6 - Species-rich Hedgerow.

W1g 33/34 - Lines of Trees.

R1g 50 - Ditch.

Hydrology

Flooding

The NPPF requires sites within Flood Zone 1 of over one hectare to provide a site-specific Flood Risk Assessment (FRA). An FRA has been prepared in accordance with national policy to accompany the Outline planning application.

The EA Flood Map for Planning shows the site is located within Flood Zone 1, the EA surface water mapping indicates that the site is at a 'very low' risk of flooding from surface water.

Surface Water

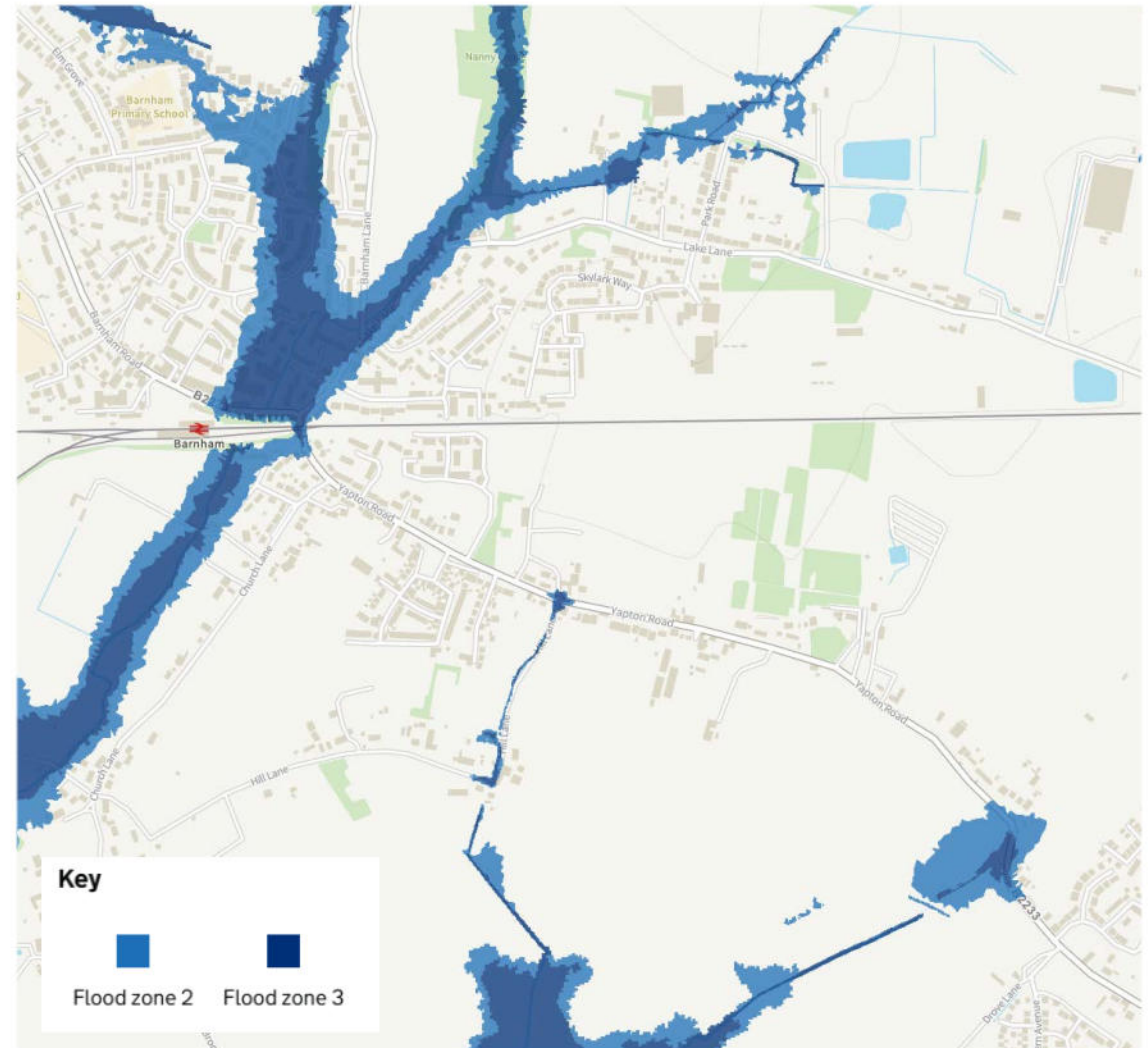
The National Standards for Sustainable Drainage Systems (June 2025) detail principles and standards for the management of surface water run-off for new infrastructure and development. The development will incorporate SUDS (Sustainable Urban Drainage Systems), and compliance to Standards 1-7.

Existing ground conditions are confirmed to be unsuitable for soakaways, therefore surface water will discharge to the existing ordinary watercourse due to the presence of high groundwater. SUDS features are proposed as a combination of open basins and swales/watercourses, permeable paving, cellular storage tanks and rain gardens. The site is located within the 'Lidsey Foul Water Treatment Catchment Area'.

Foul Water

It is proposed that the site will establish a connection to the public foul water sewer located beneath Yapton Road, to the west of the site at manhole 3102.

Connection to existing sewer will be subject to S106 approval from Southern Water.



Extract from Environment Agency Flood Mapping

Visual Analysis

Visual & Perceptual

The coastal plain landscape is largely flat, and while there is potential for long views as shown on the Zone of Theoretical Visibility mapping software, in practice this low lying topography, combined with built form and intervening vegetation, effectively screen long, and most local views.

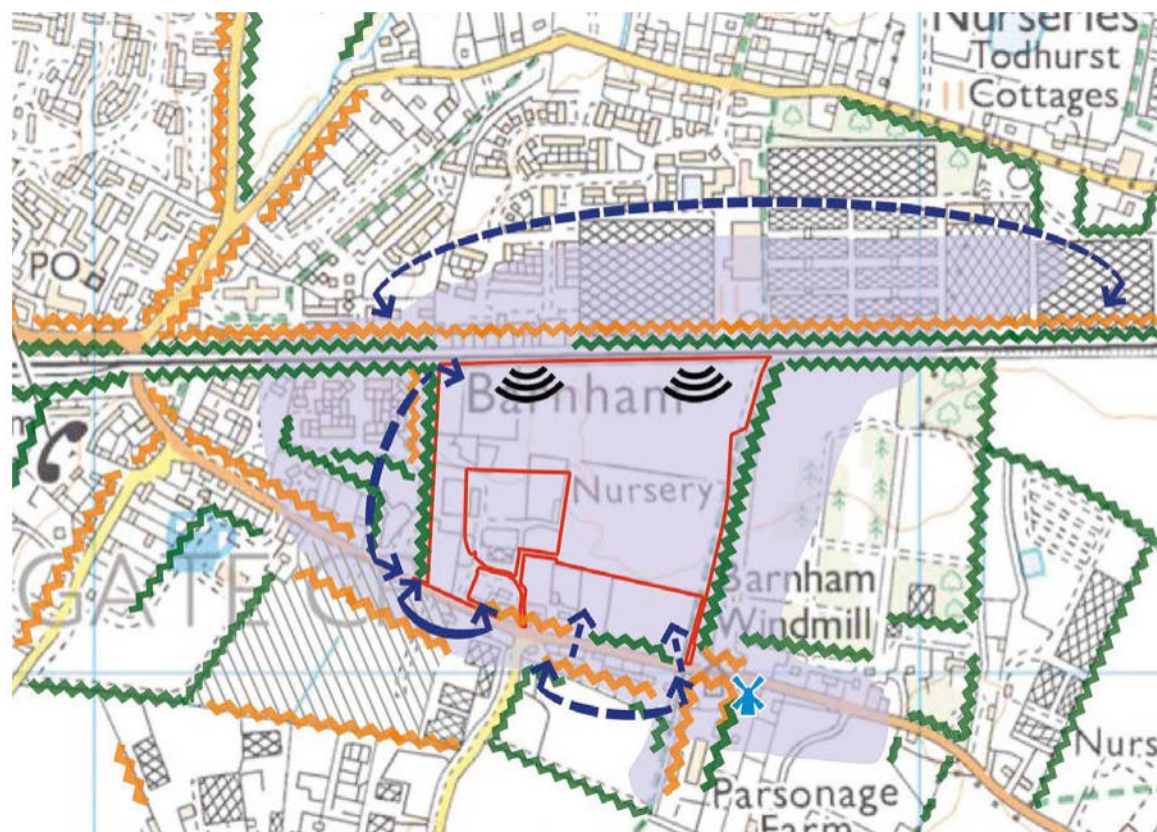
There is little woodland cover in the area but there are numerous tree belts and hedgerows, many of which include hedgerow trees. While there has been some recent tree clearance in the adjacent nursery to the east, the mature boundary hedgerow and associated trees remain intact creating an effective screen and buffer from the rural landscape to the east.

The site has built form on three sides. The glasshouses and housing bordering the railway line to the north form a continuous urbanised backdrop blocking views from the north.

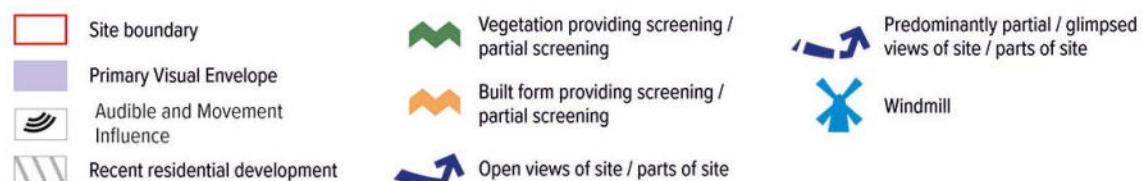
Recent housing development and the mature tree line on the site's west boundary effectively block views from the west. The recent housing development to the southwest blocks longer views, but residential receptors of those houses facing Yapton Road have the potential to look towards western parts of the site.

Receptors on Yapton Road have similar views with the most notable view along the existing site entrance. Views from these locations are not high quality, revealing dilapidated glasshouses and redundant buildings with a backdrop of existing development north of the railway line. Further east the cluster of houses around Sunnyside block views from receptors to the south. A glimpsed view is available through a gap in the hedgerow to the east of Highfield House, but views are subsequently blocked by the dense mature hedgerow bordering the north side of Yapton road as far as the south east corner of the site next to Old Mill cottage.

The gated field access at this point affords a framed view towards the site seen with the urbanised backdrop of existing houses north of the railway line.



Visual Analysis



The railway line to the north also contributes towards additional noise and movement, affecting perceived tranquillity.

Landscape Character

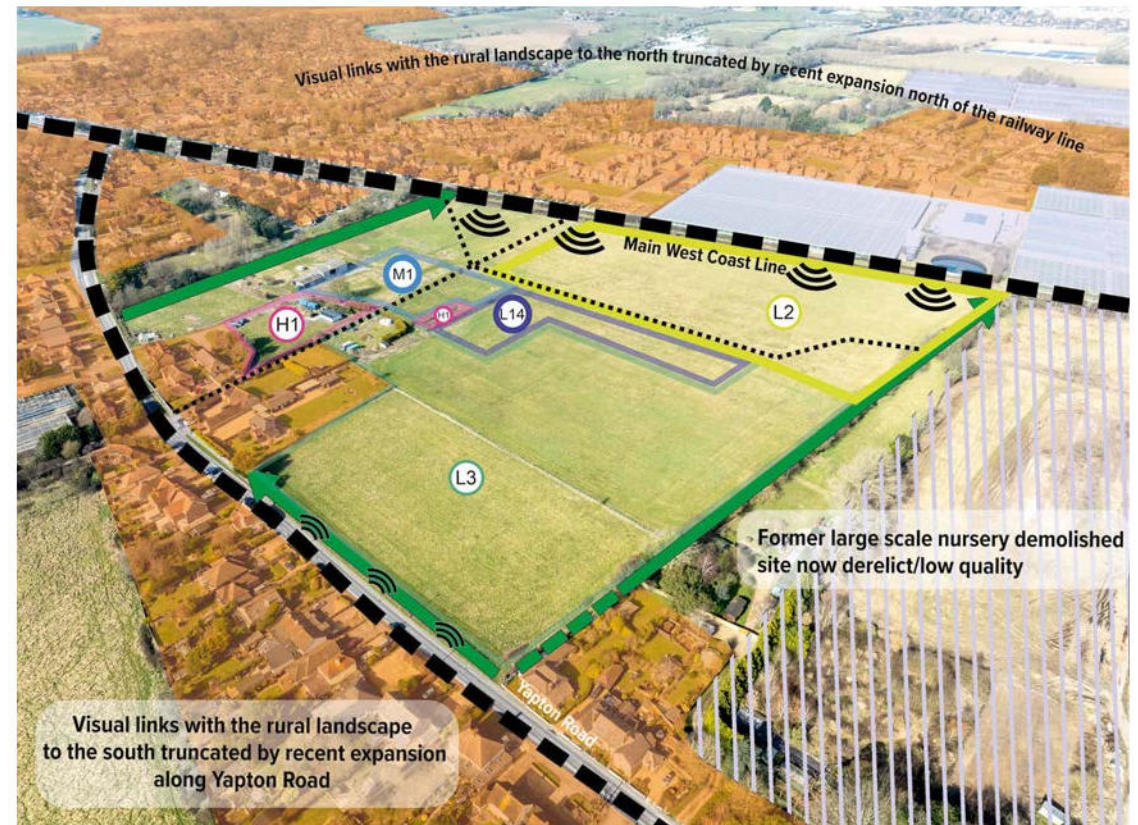
The site lies within National Character Area (NCA) 126 South Coast Plain which provides a broad brush regional character assessment. This regional scale assessment has also been refined to a local level in various landscape character assessment studies which include:

- West Sussex Landscape Character Assessment 2003: The site lies within a mix of landscape types including Landscape Type L2 Medium to Small Scale Arable, L3 Coastal Plain Enclosed Pasture and M1 Mobile Home/Caravan Park, and Nursery, in addition to Landscape Character Area SC9 Chichester to Yapton Coastal Plain.
- Arun Landscape Study: Landscape and Visual Amenity Aspects of Development Choices in Arun District 2006-2026; The site lies within LCA22 Barnham-Yapton Coastal Plain, which is shown as having a Medium/High Landscape Capacity.

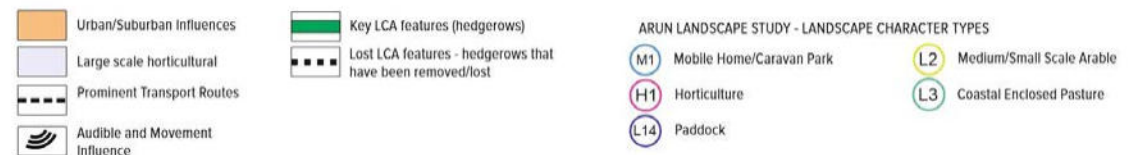
Table 03 of the LVIA sets out the key characteristics that are considered to contribute to the landscape character. Within the site and its immediate context the recent development and residential expansion has limited these to the site boundary hedgerows and trees. The east boundary is historic and has ecological value as well.

The recent residential developments has resulted in further urbanising influences around the site and dilution of its rural qualities. In terms of the LCA characteristics there are examples of older and more recent dwellings reflecting the vernacular building materials, with brick, flint and tile being present in the area immediately adjacent.

In addition, in terms of tranquillity and its contribution to landscape character, Yapton Road, adjacent residential developments, and the railway line to the north provide an almost constant flow of movement and noise within the site, reducing any perceptions of tranquillity.



Landscape Character Analysis



Constraints & Opportunities



Site Constraints and Considerations

Constraints & Opportunities

These are based on initial technical studies and observations and have been used as a preliminary tool to guide the landscape led development. Generally its former intensive agricultural use means that the remaining sensitive landscape and ecological features have been pushed towards its boundaries.

Primary Fixed Constraints:

- Category A and B trees lie within or close to the west and east boundary.
- Hedgerows bordering the east and west boundaries have both landscape and ecological value and sensitivity;.
- A 6m gas main easement runs the length of the east boundary.
- Noise from the railway line requires a 20m development free buffer zone.
- The development wraps around a caravan and camping site in addition to land with planning permission for 3 bungalows.
- Land falls and drains naturally towards the south boundary.
- Although not publicly available, there are some elevated views from houses to the northwest, southwest and southeast.
- Listed buildings on Yapton Road.
- Biodiversity corridor along the east boundary allocated within BENDP2.

Further Discretionary Considerations

- The proposed development for 19 houses on land adjacent to Highfield adjoining the southeast boundary, was dismissed at Appeal in 2024 (Ref: APP/C3810/W/23/3327867).
- The appeal inspector considered that the open nature of the appeal site was important to the transition from settlement to countryside.

Opportunities - Site Access

- Existing vehicular access can be upgraded to provide all modes of access.
- Opportunity to retain pedestrian/cycle access to the east to compensate for the loss of BR/325/1.
- The 20m noise offset from the railway line creates an opportunity for informal recreation and biodiversity enhancement and reinforcing the northern boundary.

Opportunities -Visual Amenities

- Development will be set back from the south east boundary maintaining the openness of land adjacent to Highfield House and transition to countryside.
- Further landscape buffers around the west north and east boundaries will help to assimilate the development into the landscape while mitigating localised views.
- Generous landscape buffers will afford informal recreation and play opportunities, while providing physical and mental well-being.
- Interconnected blue and green infrastructure will provide additional landscape and ecology benefits, facilitating a permeable pedestrian and cycle network.
- Opportunity to create a distinctive sense of place with a large village green at its heart.
- Opportunity to enhance Yapton Road frontage towards the southwest boundary through high quality landscape and building design, complimenting Sunnyside and adjacent developments.

Opportunities -Landscape Character and Biodiversity

- Opportunity to enhance the eastern biodiversity corridor allocated in the BEND2 with native planting and species rich grassland.
- Significant new native tree scrub and hedge planting to reinforce landscape character.
- Integrated SUDS strategy will enhance opportunities for habitat creation and diversity.

04 - Design Response

Key Design Principles

1. The scheme should be developed taking a landscape led approach to ensure the proposals successfully assimilate with its surrounding context, and landscape harm minimised.
2. Proposal should yield meaningful landscape and ecology enhancements which shall be a minimum of 10% gain.
3. All sensitive vegetation identified in the ecology, landscape and tree surveys shall be protected and enhanced as a first principle.
4. The eastern boundary is identified as a biodiversity corridor in the BENDP and shall be protected and enhanced by setting development well back from it and creating a more naturalised transition with countryside to the east.
5. Landscape corridors/buffers shall be created around the site boundaries that are of sufficient depth to facilitate informal recreation, help to deliver biodiversity and landscape gains and are of sufficient depth to protect existing vegetation.
6. Buildings should face or front onto open spaces/public realm areas creating high levels of natural surveillance.
7. There should be clear physical distinction between public realm and private space.
8. Open spaces must be multifunctional and accommodate opportunities for SuDS, informal open space and habitat enhancement. Hedgerows and ditches within the site shall be retained wherever possible and managed for biodiversity and habitat connectivity.
9. Dwellings must be set back from the more visually sensitive southeast boundary behind a native landscape buffer to retain a sense of openness when seen from receptors to the southeast.
10. The extinguished pedestrian PROW that ran along the east boundary shall be replaced with an alternative permissive route as part of a circuit that links all of the landscape buffers to the south, north and west.
11. A central village green shall be provided to create a heart of the development and be of sufficient area to facilitate formal play provision (LEAP) and (NEAP if deemed necessary); naturalised areas for wildlife; informal play and kick-about; cycle and pedestrian footpaths; and be well connected to the surrounding neighbourhood on foot or by cycle.
12. The development parcels should feature accessible private gardens to the rear and present active and attractive frontages to the street.
13. The street hierarchy is to be arranged to fit in and around the key landscape features of the site rather than dictating the layout.
14. It must deliver safe and enhanced pedestrian and cycle access from Yapton Road.
15. Edges facing countryside or existing residential areas should be less dense with gaps to prevent a solid wall of development being seen from the surrounding landscape.
16. The scale of buildings and palette of materials should be sensitive to the defining characteristics of the local area.
17. Proposals should not prevent future connectivity with land adjacent to Highfield and the balance of the land used as a caravan site north of the approved bungalows.

Design Evolution

Amended Pre-application Scheme

In terms of the layout Arun District Council noted a number of areas for improvement at a meeting with senior officers in mid-November. This prompted a revised scheme to be submitted showing how improvements could be made while retaining efficient land use/density. These amendments directly addressed each of the concerns as follows;

Comment: *'...close relationship between the scheme and the site and adjacent land to the east'*

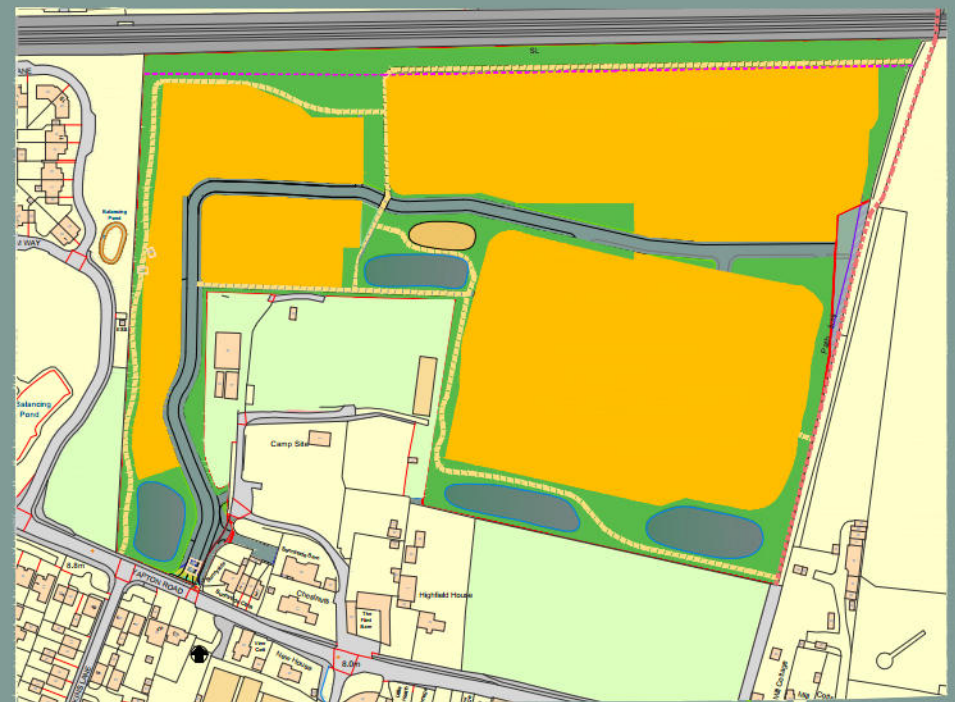
Addressed by:

- Significantly increased the landscape buffer along the eastern fringe.
- Previously 20m at the southern end – now 40m.
- Previously 43m at the northern end – now 63m.
- This creates a much greater corridor providing view separation and transition to the boundary, and countryside/planted land to the east.
- The southern buffer / set back from the Highfield land is maintained (i.e. still 40m allowing significant depth for GI/mitigation).
- Considered the entrance from Yapton Road and included a focal building (terrace 1.5 and 2 storey) and considered front boundary continuing / copying the flint boundary wall further to the east on Yapton Road.

Comment: *'lack of higher-level masterplanning consideration for adjacent 'parcels' like Highfield and the retained land'*

Addressed by:

- Considering the development principles, capacity and interrelationship of the adjacent Highfield House land.
- Ensuring assumed masterplanning principles compatible, and assessing whether there is capacity for a perimeter block approach, a robust treed frontage to Yapton Road and an expanded high-quality 'greenway' between the sites with continued eastern landscape buffer.



Initial Framework Plan



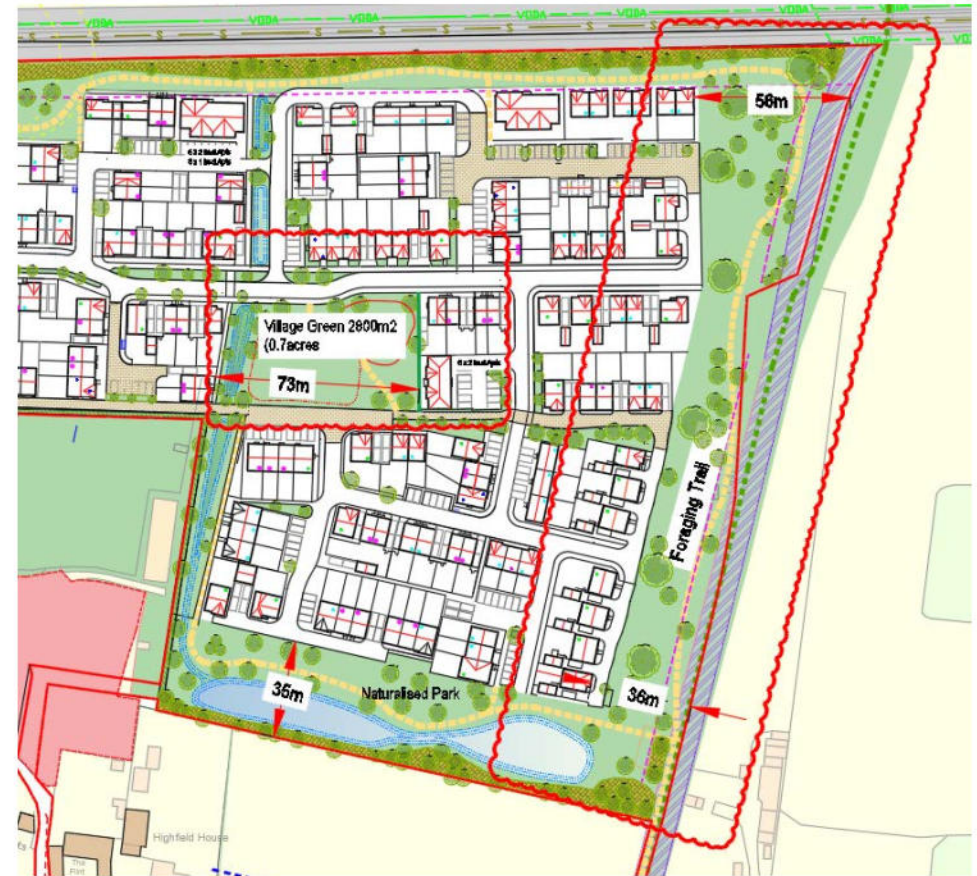
Illustrative layout submitted for Pre-application advice

- Confirming the potential continuation of the eastern buffer.
- Noting that western adjacent land to the Sunnyside proposals site already has extant consent for storage/distribution and caravan/camping uses as well as permission for 3 bungalows but clearly can be connected on three sides to our proposals including easily from the access road.

Comment: 'scale and fragmentation of open space provision within the centre of the illustrative scheme' including concern to include meaningful, unfragmented, central open space was fragmented (by a road).

Addressed by:

- Replanning to a single central green space, roughly 70m x 40m (0.28ha in area).
- Ensuring in addition to the landscape buffers providing informal open space, the scheme significantly outstrips POS policy requirements.



Key amendments following Pre-application advice

In summary the revised illustrative layout and landscape principles plan demonstrated:

- A significant strengthening of the eastern landscape buffer to create a softer settlement edge.
- An enhanced 0.3ha village green at the heart of the scheme addressing concerns about POS fragmentation.
- The revised masterplan does not hinder good design with adjacent parcels, or prejudice future comprehensive development.
- Further detail on the treatment of the Yapton Road frontage.

A Landscape Led Development Framework





Illustrative Masterplan

Development Parameters

The Parameter Plans set out the key parameters to be approved by the outline planning permission. They form the principal regulating plans that inform the detailed design of the scheme.

The illustrative masterplan submitted in support of this application demonstrates one way in which these parameter plans could be interpreted.

Land Use and GI

The adjacent plan shows the distribution of residential area and principal green infrastructure across the site. The aspirations of the green infrastructure strategy are noted on the following page.

-  Residential Area (including dwellings, open space, ancillary and highway infrastructure)
-  Principal Green Infrastructure (including public open space, key play areas, cycle and informal pedestrian routes)
-  All Modes Access
-  Pedestrian Access (Off Yapton Road)
-  Green Links - Enhanced Pedestrian/Cycle Routes in Landscape Setting
-  Building Frontage - Minimum 20m Offset from Railway Line

Note:

All land uses, can deviate laterally +/- 10m within the application boundary, subject to site constraints.



Land Use and Green Infrastructure Parameter Plan

A Landscape Led Strategy

Key Objectives:

- Must retain and enhance existing native trees and hedgerows of value - Tree Survey identifies relevant value categories and Root Protection Areas (RPAs).
- Must conserve and enhance the identified BENDP2 Biodiversity corridor to the east, set within a generous naturalised green-space and an appropriate transition to countryside.
- Should retain and enhance existing ditches, including their management to improve their function and habitat value.
- Must enhance pedestrian and cycle permeability and connectivity across the site with links to existing access/egress points onto Yapton Road.
- Should create interconnected GI that can be managed for both landscape and ecological enhancement whilst assimilating the development into a verdant and well vegetated landscape, in keeping with the character of the area.
- Must retain generous GI corridors and landscape buffers around the site boundaries planted with native trees and shrubs to filter views from the surrounding area.
- Must create an integrated approach to SUDS/Blue infrastructure through new ponds/detention basins ditches and swales, that will create additional visual and ecological interest, while helping to reinforce a strong sense of place.
- Must consider levels and location of SUDS features to address water management on site, and create attractive landscape features.
- Must provide a combined 3m cycle/footway into the site at the site entrance.
- Must provide safe pedestrian/cycle routes across the site through green corridors that benefit from natural surveillance and facilitate easy access to the generous open spaces.
- Should maintain a pedestrian link along the east boundary to replace the stopped



up PRoW to connect with and create a circular route through the landscape buffers to the south, north and west.

- Must reinforce and manage existing boundaries and create new boundary features to the southeast to mitigate views towards the development from those few glimpses to the south on Yapton Road.
- Use trees and hedges to create attractive street vistas and wayfinding, while providing shelter and shade to help combat the adverse effects of climate change.
- The open space network will significantly enhance the accessible local green-space offering, which is lacking in this part of the Parish, providing informal recreation opportunities and access to a predominantly naturalised landscape.
- It will be able to provide the full range of open space typologies set out within the current policy and should be discussed with stakeholders as part of any detail design for specific user groups.



Site entrance and frontage onto Yapton Rd must be enhanced by high quality landscape and built form in keeping with the area

- Must create an attractive site entrance enhancing the appearance of the site when seen from Yapton Road.
- Native trees must be used throughout the landscape buffers, using species known to be resilient against the adverse effects of climate change and resistant to diseases.
- Elsewhere, native cultivars should be used within the more formal amenity areas, streets and verges to create year round interest, strong form, provide shade and to help intercept rainfall.
- Large scale trees should only be planted where space permits them to mature without causing a nuisance and safety hazard to nearby residences.
- Elsewhere medium and smaller sized trees should be selected that can mature without causing a nuisance and safety hazard to nearby residence.

Access and Movement Strategy

Inclusive Design

Inclusive design principles have informed the development from the earliest stages. Noting the topography of the site is relatively flat the illustrative masterplan has been shaped to ensure that the new neighbourhood would be accessible, legible and welcoming for all users, regardless of age or mobility. Regard has been paid to Inclusive Mobility (DfT 2021) as best practice.

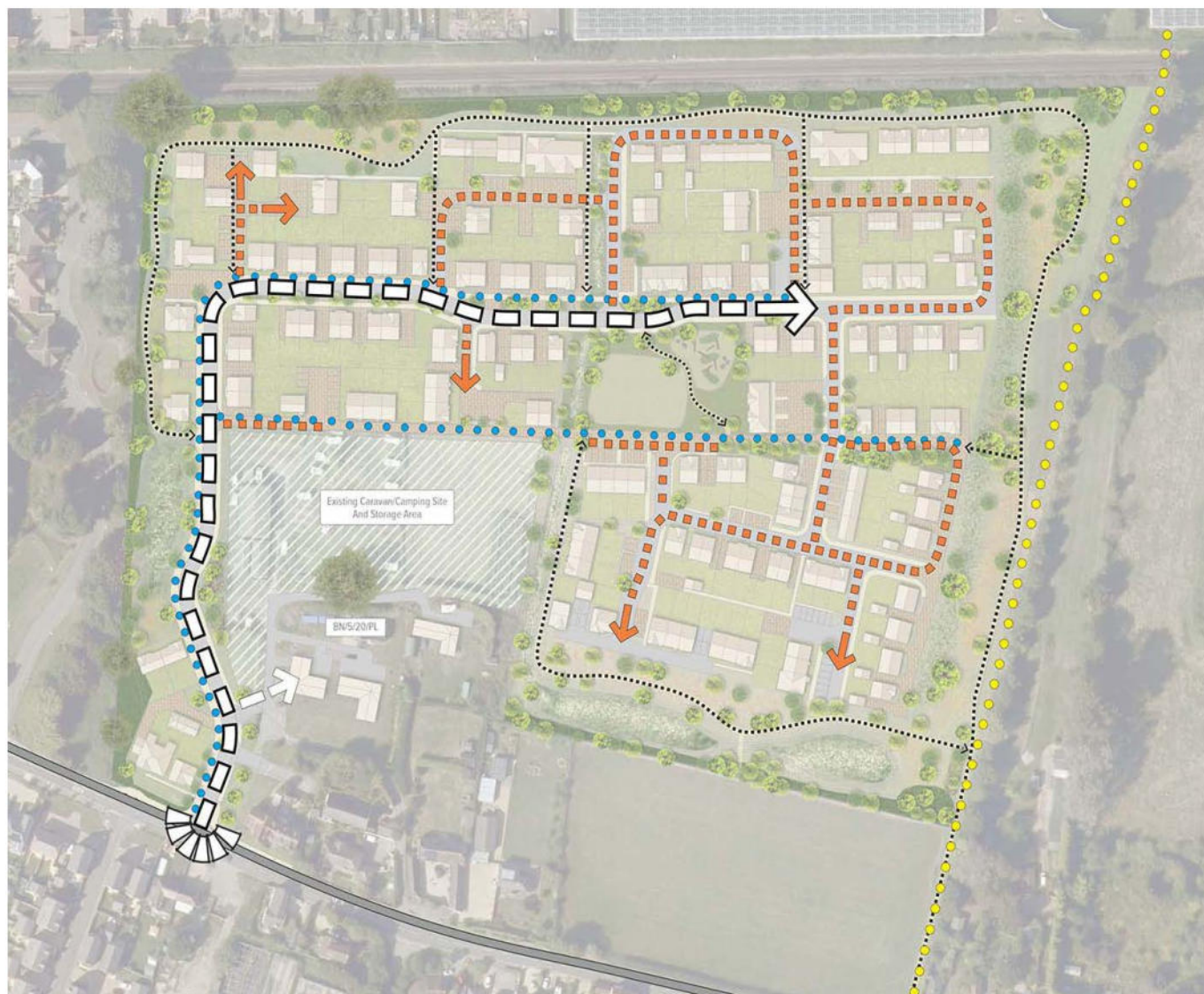
The sustainability and accessibility of the site places even greater importance on the deployment of safe, attractive pedestrian and cycling routes, clear wayfinding and accessible open spaces to maximise active travel. In response, the masterplan incorporates a connected network of footpaths and cycle routes, gentle gradients, and direct links to Yapton Road and the wider movement network.

Streets are designed to prioritise pedestrians and cyclists, with traffic calming measures, clear sightlines and a hierarchy that reduces vehicle speeds. They will be designed and built generally to adoptable standards. Open spaces are positioned to be easily reached from all parts of the site, with inclusive play opportunities and seating areas that support social interaction.

This approach ensures that the development is easy to navigate, safe to use, and capable of meeting the needs of a diverse community.

Cycle/Pedestrian Permeability

From the junction with Yapton Road, the principal street will initially include 3.0 metre wide shared footway/cycleways on either side of the street. This will reduce to 2.0 metres wide on the western side of the street opposite Sunnyside house. The cycle path on the



Movement Strategy

eastern side of the road will continue for a further 200m where the road turns at 90 degrees to the east, from which point cyclists will use the carriageway.

An east x west cycle route located north of the caravan park will also allow cyclists/pedestrians to have traffic free access to the eastern development parcels.

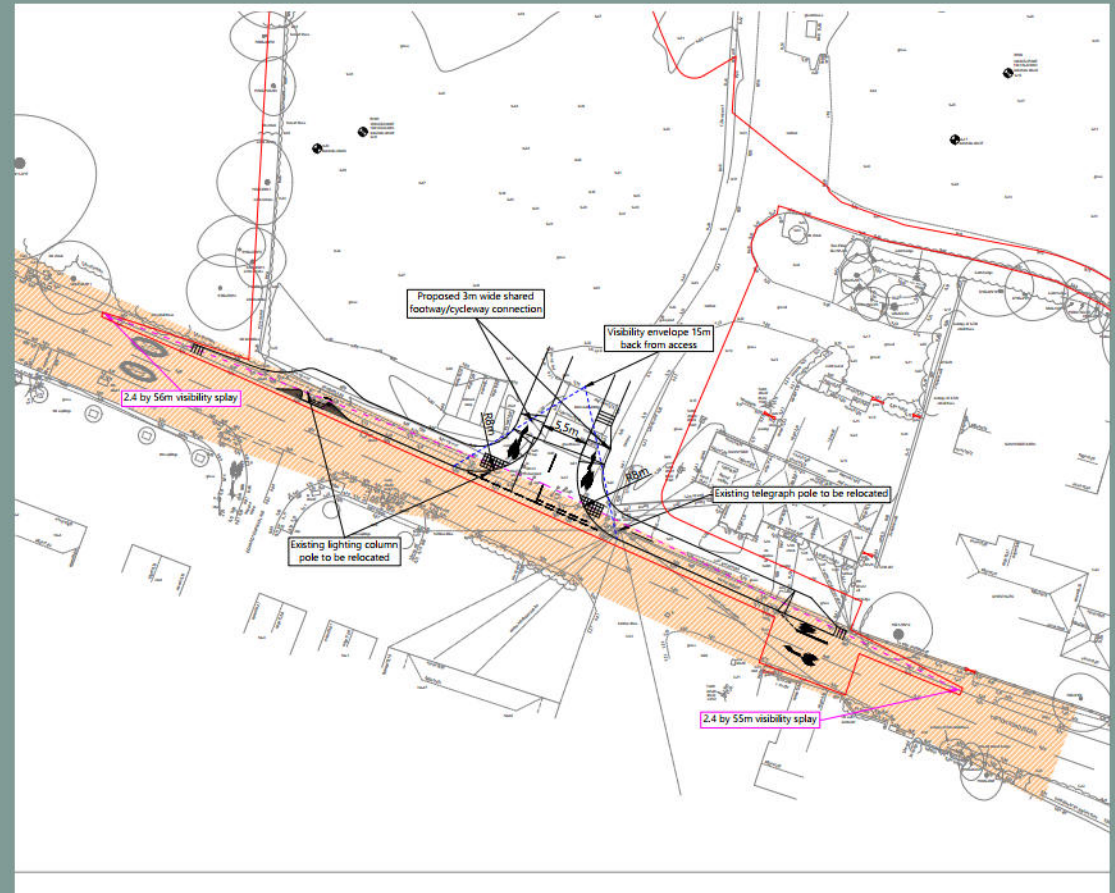
Informal recreational routes are proposed within the boundary green corridors, village green and parkland, and along the route of the currently closed PRoW to the east linking southwards to the Yapton Road. This route provides opportunities to extend accessibility with the wider rural PRoW network. This will include a route to replace the stopped up PRoW Footpath (route BR/325/1), but will not be possible to cross the railway line.

The footway connection onto Yapton Road will also be maintained and is proposed to improve the existing crossing point by providing tactile paving, enabling pedestrians within the site to access the existing footway infrastructure and PRoW footpath 158 which continues south.

Pedestrian and cycle movement is prioritised and the masterplan encourages active travel as a result.

To make routes more attractive vehicle speeds are managed through street geometry, landscaping and the use of shared surface environments in appropriate locations. Additional mitigation at the detailed design stage (e.g horizontal or vertical deflection) will ensure low design speeds (20mph). At the density proposed parking can be integrated into the streetscape through a combination of on plot, on street and small parking courts, ensuring that cars do not dominate the public realm.

Overall the strategy creates a permeable, walkable neighbourhood that supports sustainable travel choices and integrates seamlessly with the surrounding settlement.



Site Access

Street Hierarchy

The illustrative masterplan proposals include adoptable standard roads which are served by footways and shared foot/cycle paths. In addition, dedicated segregated pedestrian and cycle paths are indicated through the open space to craft a purposeful walkable neighbourhood to support the goal of healthy safe communities. A permeable network of streets has been established to encourage walking and cycling throughout.



Site entrance

Access and Movement

Yapton Road is a single carriageway subject to 30mph speed limit, typically 6.1m wide with a 1.0m footway on the northern side and 2.2m shared pedestrian/cycle path on the southern side. Recorded 85th percentile speeds are 36.1mph eastbound and 35.7mph westbound.

The existing access will be widened to create a 5.5m wide priority junction with appropriate visibility splays. The access design has been subject to pre application consultation with WSCC Highways and a Stage 1 Road Safety Audit.

Streets and lanes which feed off the principal street will have the scope to be narrowed to 4.8-4.2m width to reduce speeds and can be further differentiated with a different surface material such as block paving or resin bound material.

The street network shown on the illustrative masterplan can facilitate access and turning by both refuse and emergency vehicles as demonstrated by tracking assessment shown in the Transport Assessment.

Deflections, bends and raised tables will feature to reduce traffic speeds.

Parking courtyards are featured and are overlooked by dwellings to provide natural surveillance.

Drainage Strategy

The National Standards for Sustainable Drainage Systems (June 2025) detail principles and standards for the management of surface water run-off for new infrastructure and development. The following summarises the drainage utilised within the site and which is described in further detail in the FRA.

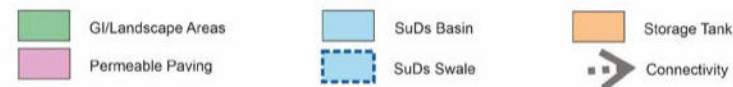
- Standard 1 - 'SuDS approach' - management of surface water and discharge within the site as part of a landscape feature.
- Standard 2 - Management of everyday runoff including permeable surfaces in parking areas and secondary roads. . The main access road is to be of a 'traditional' impermeable surface finish.
- Standard 3 - Management of Extreme Rainfall and Flooding. The surface water drainage system for the site has been designed to accommodate a 1 in 100-year storm event, inclusive of allowances for climate change.
- Standard 4: Water Quality. Management of pollution hazards in accordance with the SuDS Manual (CIRIA C753)
- Standard 5: Amenity. SuDs designed to positively contribute to placemaking and environmental enhancement.
- Standard 6: Biodiversity. Designed to maximise biodiversity benefits for habitat and species.
- Standard 7: Design of Drainage for Construction, Operation, Maintenance, Decommissioning and Structural Integrity surface water drainage systems are designed so they can be easily and safely constructed, operated and maintained taking account of the need to minimise negative impacts on natural resources and the environment.

Foul Water Strategy

It is proposed that the site will establish a connection to the public foul water sewer located beneath Yapton Road, to the west of the site at manhole 3102.



Indicative Drainage Strategy



Open Space Provision

The adjacent table sets out the requirement using the Arun Open Space and Play Calculator and illustrative masterplan response. Overall, the proposals will deliver circa 29278m2 of public open space. This provides 13603m2 in excess of the policy requirement for up to 190 dwellings. SUDS features, including ditches, have not been included within the calculations, in line with the ADC requirements. The strategy plan illustrates how the following typologies could be represented across the site. A rationale is also outlined in the following text.

Parks and Gardens - The scheme, at up to 190 dwellings, triggers the 'Parks and Gardens' threshold providing a formal open space.

Amenity - An amenity area incorporating the proposed LEAP is located within the 'Village Green' area of the site. This provides informal kick-about space in tandem with the equipped play facilities, an attractive focus to the proposals, and opportunities for social experiences, along with natural surveillance. This location is also easily accessible via safe pedestrian and cycle routes from within the site.

Natural and Semi Natural - The proposals demonstrate an excess of circa 11200m2 against the policy requirements. The majority of these areas will comprise broad landscape areas around the site's northern, eastern and western boundaries, and include new habitats, as well as ensuring protection and longevity for existing landscape features such as trees and hedgerows. These features will facilitate informal recreational routes within naturalised green corridors around the site and also provide GI connections with other areas of open space, as part of a holistic open space network.

Play Space - sets out the requirement for 'Equipped Play' and 'Other Outdoor'. Whilst the proposals trigger the threshold for A NEAP. While there is ample space to crate a NEAP within the opens pace network it was considered that the close proximity of Murrells Field NEAP (within 300m of the site) would make adequate provision, and instead a financial contribution would be proposed for discussion with the Council at reserved matters. It is proposed that a LEAP (440m2) is delivered on site either within the centralised village green, and the remaining required quantum for 'Play Space' is added into the other open space typologies of Natural and Semi Natural and Amenity Green Space.



Indicative Open Space Strategy

	Natural and Semi-Natural Open Space		Existing ProW		Nectar Rich Rain Gardens
	Amenity Open Space		Proposed cycle / pedestrian links		Communal Gardens
	Parks and Gardens		Proposed pedestrian links / recreational routes		Community Growing
	Proposed SUDS		Proposed LEAP/LAP		Foraging Trail
					Naturalised Park

ADC Categories	SPD Typologies	m2 per person	Required Population (m2) for 418 Population (190 dwelling @ 2.2ppd)	Trigger Threshold	Masterplan Provision
PUBLIC OPEN SPACE	Parks and Gardens	8.0	3344.0	143 dwellings (min size 1ha)	6923.0
	Amenity Green Space	6.0	2505.0	15 dwellings	2791.0
	Natural and Semi Natural	18.0	7525.0	57 dwellings	18724.0
TOTAL POS REQUIRED		32	13376.0		28438.0
PLAY SPACE	LAPS	2.5	1045.0	9 dwellings (Min size 100m²)	400.0
	LEAPS			34 dwellings (Min size 400m²)	440.0
	NEAPS			83 dwellings (Min size 1000m²)	Existing NEAP located within 500m - scope for informal play within Natural Space
	OTHER OUTDOOR	3.0	1254.0		
TOTAL PLAY SPACE REQUIREMENT		5.5	2299.0		840.0
			15675.0		29278.0

Built Structure and Development Plots

Chapter G of the ADDG highlights the benefits of using perimeter blocks to achieve well designed developments.

- The perimeter blocks in this proposal are large enough to fit adequate amenity space, parking, natural ventilation while also being small enough to allow a permeable and walkable street pattern
- Public and private realm is clearly distinguishable, defined by the exterior and interior of blocks respectively, and increases natural surveillance of the street.
- The blocks are made up of a main frontage, lower order frontages, corners and interior space, dependent upon their location. The blocks are not uniform around all sides, but rather reflect and contribute to the character of the street that they front.
- Properties also front onto and overlook public open spaces; pedestrian/cycle paths streets and play space. This helps provide activity to the spaces and facilitate natural surveillance, helping to ensure a safe and active community.
- The layout features accessible enclosed private gardens to the rear with active frontages facing the street.
- Corner turning properties are used strategically and act as landmark buildings for residents and aiding legibility through the scheme.
- Densities and typologies will vary from terraced houses to semi-detached and detached houses.
- Variations in plot size will make spaces more easily navigable, while landmark buildings and focal points are positioned to help people move around the development.
- Properties have been arranged along the block edges in less formal, more rural streets to soften the edge of development.
- The central village green lies at the heart of the development providing a social gathering point for the community.



Indicative Block Plan and Frontages

- Minimum back to back (21m) and back to side distances (45 degree rule) can be accommodated within the block structure and shown illustrative masterplan.
- Uses lower density to relate positively to the edges of built up areas. The site area of 8.09ha yields a gross density of 24dph and therefore within the parameters of Arun District Council's Design Guide SPD (15-25dph).

Some aspects of the DG are more appropriate to higher levels of detail at reserved matters particularly in respect of :

Car Parking

Car parking provision will be in accordance with the Arun Parking Standards SPD, This also ensures ensuring that each property with a garage or driveway will be provided with an electric vehicle charging point.

The following table outlines the parking requirements based on the dwelling size.

Number of Bed-rooms	Number of Habitable Rooms	Parking Requirement (Behaviour Zone 2)
1	1 to 3	2 Spaces
2	4	2 Spaces
3	5 or 6	2 Spaces
4+	7 or more	3 Spaces

An additional 0.2 spaces per unit should be provided for visitors and all parking spaces will be provided with an EV charging point.

The illustrative masterplan robustly demonstrates a layout which includes policy compliant parking provision, affording a mix of residential and visitor parking evenly distributed across the development. A variety of on plot, frontage, rear garden and courtyard parking is proposed. These areas will be inter-planted with trees to provide shade, wildlife habitat and enhance the street scene. Parking areas will generally be overlooked or secured on plot.

Unallocated visitor parking spaces are also provided in accordance with policy standards (of 10%).

Cycle Parking

All cycle parking will be secure, suitably located and undercover and provided in accordance with the parking guidance as follows:

- Houses with two or fewer bedrooms – One space.
- Houses with three or more bedrooms – Two spaces.
- All flats – One space.

Refuse and Recycling Storage and Collection

Refuse and recycling bins to be stored within the curtilage of each dwelling with collection to be at the kerbside for most units.

Swept path analysis of an 12 metre long refuse vehicle is provided within the Transport Assessment and demonstrates that the site can be serviced by such a vehicle.





Illustrative CGI Streetscene of the properties fronting onto Yapton Road and site access.



Illustrative streetscene of the site access with Yapton Road looking north into the proposed development with the 3 permitted bungalows to the north of Sunnyside



Illustrative CGI from the stopped UP footpath BR/325/1 within the naturalised eastern landscape buffer.



Illustrative CGI from the principal street looking towards the central village green

Design Guide Compliance

Arun District Design Guide

The ADDG sets out a step by step process on how good design is to be achieved throughout Arun, ...*'in order that the future urban form and townscape are developed in a holistic manner that makes the best of the opportunities that the District has to offer.'*

The document is broken down into three sections S1-3 setting out design principles which apply to all types of developments. Not all overarching principles apply to every specific development type. Figure 11 sets out the design process that different types of development should take including Strategic Housing and Major Development, extracted opposite.

BENDP2 Design Guide

The DG sets out that*'The key principles to succeed in producing a good housing design for Barnham and Eastergate are: materials, surroundings, contours, details, trees and connectivity. This means, in this Parish, using traditional materials, design which reflects the predominant Victorian/Edwardian vernacular to provide pleasing and attractive housing and surroundings, with "3D" design of frontages, roofscapes and street views.'*

Policies and principles are set out by various chapters of the DG and will be a material consideration at RMs. In respect of how the scheme responds to the Design Guide advice in its chapters we note:

- **Chapter 4 - Housing Design Policies** - Largely detailed considerations to be reviewed at RM's
- **Chapter 5 - Landscaping** - Principles have been reviewed and accommodated within the layout. Detailed aspects will be further considered at RM's.

Chapter 5 expresses the need to increase the importance of specimen and landscape trees, and in particular to the planting of future treescapes and landscapes which are not always provided.

This proposal provides generous open spaces that will accommodate wide-scale tree planting that has room to grow to full maturity.

Policy 5a - Very limited vegetation will be removed and all significant trees and hedges will be retained. The greatest loss of habitat is low quality grassland.

Policy 5b - The interface between the built edge and surrounding countryside is consistent in application and provides both amenity and bio-diversity value. Hedges will be retained other than the low quality gappy hedge on the southwest frontage with Yapton Road which will be replaced by a flint and brick wall and single species native hedge behind it.

Several new hedges will be planted most notable around the caravan park and the open southeast boundary.

Policy 5c - The site is largely enclosed with truncated views out of it. The eastern and northern landscape corridors will facilitate long views across the proposed landscape and new internal vistas will be created towards landmark features and focal point landscape.

Policy 5d - The site is already compromised by surrounding development and the proposals does not undermine the individual identity of settlements or the integrity of predominantly open and undeveloped land between settlements. The perception of openness looking across the land between Highfield House and Old Mill Cottage will be retained.

While a matter of detailed design, proposed species will be selected from those listed in the design guide

Strategic Housing & Major Development

Introduction
Chapters A, B & C

Chapter D
Responding to Site and its Setting

Chapter E
Natural Environment

Chapter F
Movement Framework

Chapter G
Built Structure & Development Plots

Chapter H
Welcoming Streets and Places

Chapter I
Parking Strategy

Chapter K
Climate Change & Sustainability

Chapter L
Ensuring Quality

Chapter O
Strategic Housing & Major Development

Chapter R
Apartment Buildings

Chapter S
New Homes

Chapter T
Mixed Use Schemes

Arun District Design Code - Flow chart from Page 11 - relevant chapters for Strategic Housing and Major Development

- **Chapter 7** - Energy Efficiency - Largely detailed considerations to be reviewed at RM's
- **Chapter 8** - Flood Prevention/Avoidance - Largely detailed considerations to be reviewed at RM's
- **Chapter 9** - Transport Infrastructure Including Parking - Largely detailed considerations to be reviewed at RM's #

With regards to Chapter 9 the illustrative layout positively responds to:

- 9a - On plot parking to SCC guidance is provided with some on street visitor parking.
- 9b Parking spaces and garages are set back from the building line.
- 9d and e The footpath network has been extended to provide a permeable development; replace stopped up BR/325/1; and offer a choice of routes to greenspaces, local facilities and public transport.
- 9f - Linear features such as the perimeter landscape buffers have been utilised.
- 9g - SuDS have been integrated with the GI and will be lower than the paths and streets.
- 9h - Roadside planted verges have been show in the illustrative proposals with street trees.
- 9i - Illustrated verges are wide enough to accommodate sufficient space and soil volumes to maintain healthy tree growth to maturity.
- 9j - Pedestrian footways are shown at the back edge of verges on the principal street.



Key Scheme Design Responses

Built Structure and Development Plots

- Back-to-back distances are a minimum of 21 metres depth (BENP H5).
- Back to side distances are a minimum of 14 metres depth (BENP H5).
- Houses address the street and overlook public open space.
- Building turns the corner to prevent a blank gable end.
- On-street frontage parking interspersed with landscaping (BENP GA5).
- Off street on plot parking to the sides of houses.
- Unallocated visitor spaces parallel to the street.
- Tertiary streets with shared surfaces.



Development to reflect higher quality vernacular housing, and introduce key LCA features such as brick and flint walls and hardwood post and rail and native hedges as boundary treatments. Flint, brick, half timber and stone, slate or clay tiles on elevations dwellings. (BENP ES5 & DG Appendix 2)

Off Road Parking and Car Charging

Sufficient off road parking provision through private driveways, garages and unallocated visitor spaces (NPBP BILL2) All parking is in accordance to the WSCC Parking Standards PBZ2.



Arrival and Accessibility

Southern entrance gateway offers a new legible site entrance with safe cycle and pedestrian access and makes a positive contribution to the street scene with active frontage facing the street. Attractive off-road combined cycle/footway runs through green corridors and open spaces around much of the site (BENP ES15) linking to the former footpath route to the east as part of off-road cycle/footway and open space proposals.



Placemaking

Village Green at the heart of the development connected by green infrastructure and a permeable networks of paths and cycleways. Verges of sufficient width for street planting.

Materials

Incorporate key material features as part of the façades and boundary treatments in line with Arun Design Guide/BENP Design Guide.



Active Frontages

Provides natural surveillance



Street Hierarchy

Highway design responds to location across the site progressing from principal street into shared surfaces mews and courtyards appropriate, for a semi-rural character.



Opportunities for Natural Play

Local 'village green' area for play and gathering.

Perimeter trail which can support 'play on the way', community orchards and/or small growing gardens as part of detailed landscape design.



SuDS Provision

Porous pavements (BENP DG Appendix 2), rain garden swales and ponds within open space areas provide conveyance and storage of surface water as part of attractive semi natural GI network (BENP ES1b).



Generous Green Corridors and Biodiversity

Restore, enhance and maintain strong field boundaries and site's contribution to wider network of trees and hedgerow context with layers of trees and vegetation.

The north, eastern and western buffers reflect semi natural character with organic edges and defensible hedgerow boundary, native trees and informal planting (BENP ES10 & DG Appendix 6). This results in the eastern biodiversity corridor extending around much of the site (BENP ES15), and generous landscape margins extending into the street scene.



Transition and Placemaking

Reflect the transitional position of the site between urban and more rural patterns, and set back development on south eastern section from Yapton Road (BENP ES3).



Sustainability Principles



Sustainable Transport

Promoting active and sustainable transport options

- 100% of properties with parking to have a dedicated EV charging point
- cycle routes/links
- Pedestrian and cycle routes/links which maximise connectivity to the range of public transport options and local facilities that lie within easy walking distance
- Off-site improvements to the highway network to improve safety and accessibility for pedestrians and cyclists.



Health and Well being

Buildings and public open spaces to promote healthy lives and life choices

- Provision of interlinked open spaces and opportunities for formal and informal recreation
- Healthy buildings



Environmental Net Gain

Encouraging ecosystems to the application and its surrounding areas

- Improved Green Infrastructure and biodiversity
- Nature on the doorstep



Community & Social Benefits

Integration of the development into the surrounding community

- Provision of open spaces
- Provision of circular and integrated routes
- Schools
- Opportunities to work from home
- Improved digital provision



Carbon Footprint

Ensuring the development is adaptable and resilient to climate and social changes

- Efficient Heating systems
- Delivers homes built to modern sustainability specifications, meeting high energy efficiency and performance standards under Part L1a of Building Regulation
- Renewable technologies
- Sustainable water technologies
- Meets contemporary water efficiency standards of 110 litres per person day, also set out by Building Regulations



Future Proofing

Ensuring the development is adaptable and resilient to climate and social changes

- Passive Design
- Energy efficiency
- Renewable technologies

Summary

Purpose of the DAS

This Design and Access Statement explains the design rationale for an outline planning application for up to 190 dwellings at Sunnyside, Yapton Road, Barnham. Its purpose is to demonstrate how the proposed quantum of development can be accommodated in a manner that is appropriate to the site's context, responsive to constraints and opportunities, and aligned with relevant design policy and guidance. The DAS sets out the principles that will guide future detailed design at the reserved matters stage.

Accordingly, the outline application is supported by both an Illustrative Masterplan and a Parameter Plan. The Illustrative Masterplan demonstrates one way in which the development could be delivered, while the Parameter Plan provides the controlling framework for future reserved matters submissions. Together, these plans secure the key design principles relating to land use, access, landscape structure, density distribution and development edges, ensuring that the essential qualities of the scheme are carried forward into detailed design.

Policy and Guidance Compliance

This DAS demonstrates that the illustrative masterplan accords with the aspirations in relevant design policies of the Arun Local Plan, the Barnham & Eastergate Neighbourhood Plan, and the Arun Design Guide SPD. The proposals seek to respond positively to local character, reinforce the settlement pattern, protect key landscape features and deliver a well connected, sustainable and high quality environment.

A Landscape Led Structure

The masterplan is landscape led, with green infrastructure forming the structural framework for the layout. The proposed development has been shaped by a clear and coherent design strategy that responds directly to the site's context, opportunities and constraints. The design responds to the site's edge of settlement location by creating a softer, more natural interface to the east, while reinforcing the established suburban character to the west and south.

All existing trees, hedgerows and ecological features are retained and enhanced wherever possible, particularly along the eastern boundary where they contribute to the biodiversity corridor identified in the Neighbourhood Plan.

Within the masterplan a central green corridor and a village green form the organising elements of the layout, providing visual relief, supporting biodiversity and establishing a distinctive sense of place. These spaces connect to a wider network of open spaces, play areas and sustainable drainage features that together deliver a multifunctional green infrastructure strategy.

Landscape and ecological buffers around the fringes of the scheme will also provide visual relief, support biodiversity, and create a legible structure for recreational movement.

A Legible and Walkable Movement Network

Movement through the site is structured around a clear hierarchy of streets, with a primary route from Yapton Road supported by secondary streets, lanes and pedestrian focused connections. The layout prioritises walking and cycling, providing direct and attractive routes to local facilities, bus stops and Barnham railway station. Parking is integrated sensitively into the street-scape to avoid visual dominance and maintain a high quality public realm.

Responding to Local Character

The masterplan demonstrates how up to 190 dwellings can be accommodated in a manner that respects local character, enhances landscape quality, and delivers the aforementioned high quality, walk-able neighbourhood with strong connectivity (to Barnham's facilities). A detailed contextual analysis informs the proposals. Accordingly the density and building scale transition reflected in the Illustrative Masterplan are a sympathetic response to local character and landscape sensitivity.

Density and building scale transition across the site. Lower density forms and generous eastern buffer planting and public open space will deliver a softened rural edge, while a more compact suburban form is located towards the existing settlement to the west and south. This ensures an appropriate response to both the countryside setting and the established residential character of Barnham.

Inclusive and Accessible Design

Inclusive design principles have informed the layout from the outset.

Streets and open spaces are envisaged to provide accessible, legible and welcoming options for all users, with safe, overlooked routes and inclusive access to key facilities. Combined with the privatisation of attractive pedestrian and cycling routes helps to maximise the benefits for the site which lies with easy walking distance of Barnham's facilities, and excellent public transport links.

Sustainable Construction and Climate Responsive Design

The development will incorporate a series of sustainable construction principles that will guide the detailed design at the reserved matters stage.

Although this is an outline application, the masterplan has been structured to support low carbon, energy efficient development and to ensure that future homes can be delivered in accordance with local and national standards. Future reserved matters applications can be expected to incorporate fabric first construction, energy efficient building forms, water efficient design and low carbon technologies for dwellings, while also accommodating electric vehicle charging and cycle storage.

The layout maximises opportunities for passive design, with streets and development parcels arranged to support good solar orientation, natural surveillance and effective daylighting. The landscape led structure provides extensive green infrastructure that contributes to climate resilience, supports biodiversity and assists in moderating microclimate conditions across the site. Sustainable drainage features are integrated into the open space network, reducing surface water run off and enhancing ecological value.

Together, these measures ensure that the development can be delivered in a manner that is environmentally responsible, resilient to climate change and aligned with the Council's sustainability objectives.

In respect of detailed considerations

Landscape & Visual

The site's key features are located towards its boundaries and will be protected and enhanced with significant new tree, scrub and hedgerow planting further adding towards its strong sense of enclosure. While footpath BR325/1 to the east has been extinguished for safety purposes, a pedestrian access would still be provided from the southeast corner of the site.

While in outline the illustrative layout has been landscape led resulting in minimal loss of sensitive features which will be substantially compensated by a comprehensive landscape strategy.

The landuse parameter plan shows the development parcels set within a strong green framework around its perimeters that are connected by green corridors and a highly permeable network of paths and cycle routes throughout the development area. These converge on a central village green at the heart of the new neighbourhood that can provide formal and informal recreation opportunities as well as a place for community socialising. An interconnected surface water strategy that runs through the GI, would create additional visual and biodiversity interest and reinforcing its sense of place. Whilst there would be an overall adverse change to the site's landscape character through the loss of arable fields and openness, these effects would be very localised and would not adversely affect the wider landscape character. Substantial new planting proposals and diverse habitats will significantly countervail those adverse effects.

In visual terms, the site is contained on three sides by existing buildings and railway line and is only visible to a limited number of receptors off Yapton Rd and adjacent dwellings to the north, west southwest and southeast and west. While there would be adverse visual effects from localised receptors during the construction phase, planting mitigation will gradually screen or filter views over a ten year period to an acceptable level. Generous open spaces that exceed normal policy requirements and wide verges are large enough to accommodate large and medium sized trees assimilating the development into its landscape, and creating a leafy environment.

Arboricultural

The AIA notes that no trees would require removal. Some cutting back of other vegetation would be required but the removal of this vegetation would have no material adverse effect on the Arboricultural, Ecological or Visual Amenity of the site.

Heritage

No statutory heritage assets are located on the site itself, with the nearest Listed Buildings (Rose Cottage and Barnham Windmill, both Grade II) situated to the south of Yapton Road. The proposed development is set well back from Yapton Road along the south eastern section of the boundary, therefore providing both distance, and space for notable planting mitigation with reference to Rose Cottage and Barnham Windmill heritage assets.

Highways

Capacity modelling has been undertaken for 2026 and 2031 and demonstrates that all junctions will operate well within capacity. The proposed site access junction with Yapton Road will operate with minimal queuing and delay. Surrounding junctions including Church Lane, Lake Lane and Elm Grove will continue to operate satisfactorily with only minor increases in queuing.

A vision led approach has also been applied, demonstrating that with the Travel Plan measures in place, junction capacity impacts will be lower than the traditional assessment forecasts.

There are no underlying road safety issues that would be exacerbated by the development.

Drainage

The proposed development is located in an area at low risk of flooding and mitigation measures have been recommended in order to ensure that the site does not increase the risk of flooding elsewhere.

The completion of the development will not increase flood risk on or off the site.

Surface water drainage - Infiltration is not viable owing to the presence of shallow groundwater. Surface water will be attenuated in 3 No. basins, cellular storage tanks and permeable paving before discharging to the culverted ordinary watercourse which discharges to the open channel at Hill Lane. The surface water drainage system has been designed to accommodate a 1 in 100-year storm event, with climate change and urban creep factors.

Foul water drainage - The development will take advantage of the public sewer network and existing sewerage infrastructure adjacent to the site. Subject to final design, gravity sewers will serve the site draining to the existing foul sewer network. Where it cannot and some units require it a pumping station will be installed.

Ecology

The ecological assessment determines that a development scheme is possible in line with the proposals, that would accord with the relevant legislation, local and national policy and could achieve a measurable net gain for biodiversity.

Conclusion

At this outline stage, the development is shown to be capable of delivering a distinctive and attractive new neighbourhood that meets policy expectations, reflects local character and provides a strong foundation for future detailed design.

This DAS confirms that the scheme is based on sound design principles and that the essential qualities of the masterplan can be secured and realised through the reserved matters process. The proposed quantum of development is deliverable, and appropriate, making efficient and effective use of land and meeting relevant development plan policy requirements and thresholds.

