YAPTON SD7

DESIGN CODE - MASTERPLAN

JULY 2020 - REV C

ARUN DISTRICT COUNCIL FG/86/20/CLP

KEY
SD7 allocation boundary

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TEAMS

It is the aim of the applicants and the design teams to deliver this residential development in line with the parameters and aspirations that were set out and approved in the outline applications.

The design process will consider the work carried out at outline and progress those conclusions through this Design Code and into the detailed designs that will follow in the reserved matters applications.

The design teams (Bilsham Road Developments on the Land at Bilsham Road site, Y/91/17/OUT and Barratt David Wilson on the Land East of Drove Lane site, Y/92/17/OUT) worked collectively on the overview of the outline proposals and taking this forward to inform the Design Code.

The key to the success of this development will be the continued collaborative involvement of the design teams moving these proposals to the detail design and the reserved matters applications.

Hyde

BARRATT HOMES

DAVID WILSON HOMES
WHERE QUALITY LIVES

1.0
INTRODUCTION

1.1 INTRODUCTION

Barratt David Wilson and Bilsham Road Development Ltd have come together to produce a single Design Code masterplan for the site allocation SD7 "Yapton".

While one allocation in the adopted Arun Local Plan, two outline permissions were granted in 2019. These applications are further explained in Table 1.

This document has been prepared to accord with planning Condition 6 of both approved outline planning applications.

Application name	Land at Bilsham Road, Yapton.	Land east of Drove Lane, Yapton, BN18 0EB
Application reference	Y/91/17/OUT	Y/92/17/OUT
Description of Development	*"Outline application for the development of up to 250 residential dwellings (Class C3), vehicular access, public open space, ancillary works and associated infrastructure. Departure from the Development Plan."*	*"Outline application with all matters reserved save access, for up to 300 dwellings, link road, surface drainage, open space and landscaping. Departure from the Development Plan and Access Route is within the Yapton (Main Road) Conservation Area."*
Committee date	16.01.2019	16.01.2019
Date of decision	04.04.2019	31.05.2019
Condition 6	Prior to the submission of any reserved matters application a Design Code masterplan shall be submitted to, and approved in writing, by the Local Planning Authority. This document shall demonstrate how the detailed proposals will reflect the objectives of the; **Illustrative Site Layout Plan – 1244G.03A** **Design and Access Statement – 19th October 2018** The Design Code masterplan will provide further details on matters such as character areas, street hierarchy, building typologies, key buildings, the approach to car parking, structural planting, street furniture, lighting and treatment of the public realm. The development shall be carried out in accordance with the approved Design Code. *Reason: To enable the Local Planning Authority to control the development in details in the interests of amenity by endeavouring to achieve buildings of visual quality in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because the design of the scheme goes to the heart of the planning permission.*	Prior to the submission of any reserved matters application a Design Code masterplan shall be submitted to, and approved in writing, by the Local Planning Authority. This document shall demonstrate how the detailed proposals will reflect the objectives of the; **Illustrative Site Layout Plan – 1244L.03A** **Design and Access Statement – 15th October 2018** The Design Code masterplan will provide further details on matters such as character areas, street hierarchy, building typologies, key buildings, the approach to car parking, structural planting, street furniture, lighting and treatment of the public realm. The development shall be carried out in accordance with the approved Design Code. *Reason: To enable the Local Planning Authority to control the development in details in interests of amenity by endeavouring to achieve buildings of visual quality in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because the design of the scheme goes to the heart of the planning permission.*

Table 1: Description of the approved outline planning applications

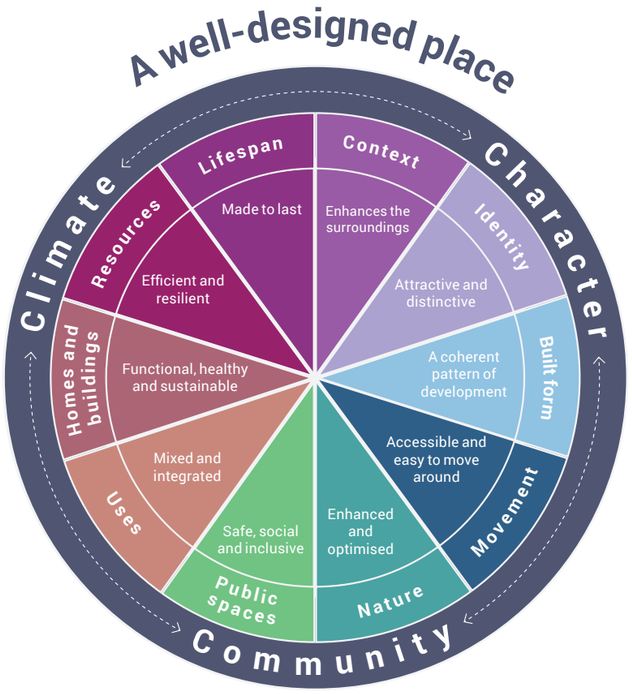
2.0
DESIGN GUIDANCE

2.1 DESIGN FRAMEWORK

The foundation of this Design Code is the details approved at outline stage which are then built upon in terms of contextual analysis, site constraints, the parameter plans and wider planning policies.

This document gives consideration to both the National Design Guide and emerging Arun Design Guide, Table 2 sets out how the details contained within these two documents are considered in turn.

The Design Guides and this Design Code will continue to inform the emerging proposals to ensure we deliver a positive legacy to the village.



THE NATIONAL DESIGN GUIDE 2019

The National Design Guide (September 2019) is a response to the 'Creating Space For Beauty' interim report by the Building Better, Building Beautiful Commission published in July 2019.

This guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

The National Design Guide addresses the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities in the form of ten characteristics. The choices made in the design process contribute towards achieving these characteristics and shape the character of the place.

INTRODUCING THE 10 CHARACTERISTICS

Well-designed places have individual characteristics which work together to create its physical distinctiveness.

The ten characteristics highlighted in the National Design Guide help to nurture and sustain a sense of community and work to positively address environmental issues affecting climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

The ten characteristics which are set out in the Design Guide and will be extensively considered in the design development of this scheme are in Table 2.

Table 2 sets out how these characteristics, the draft Arun Design SPD and specifically the points raised in condition 6 have been considered and where required where these can be found in this document.

NATIONAL DESIGN GUIDE	ARUN DESIGN SPD (DRAFT)	CONDITION 6	YAPTON SD7 DESIGN CODE MASTERPLAN
Context	Responding to the Site and its Setting (Section D)	Demonstrating the objectives of the Outline Masterplan and Design and Access Statement	Demonstrating the objectives of the Outline Masterplan and as set out in section 2 of the Design and Access Statements
Identity	Responding to the Site and its Setting (Section D)	Demonstrating the objectives of the Outline Masterplan and Design and Access Statement	Demonstrating the objectives of the Outline Masterplan and as set out in section 2 of the Design and Access Statements
Built Form	Building Design (Section J)	Building Typologies Key Buildings	See overview in section 5.8 See overview in section 5.7 Further detail will be provided at reserved matters stage
Movement	Movement Framework (Section F) Parking Strategy (Section I)	Street Hierarchy Car Parking Approach	See overview in section 5.5 See overview in section 5.17 Further detail will be provided at reserved matters stage
Nature	Natural Environment (Section E)	Structural Planting	See overview in section 5.1 Further detail will be provided at reserved matters stage
Public Spaces	Welcoming Streets and Spaces (Section H)	Public Realm Overview Street Furniture Lighting	Public realm principals and its associated detail are referenced throughout this section 5 and 6 of this Design Code. Further detail will be provided at reserved matters stage
Uses	Built Structure and Development Plots (Section G)	Demonstrating the objectives of the Outline Masterplan and Design and Access Statement	Demonstrating the objectives of the Outline Masterplan and Design and Access Statement
Homes and Buildings	Building Design (Section J)	Not Required under Condition 6	Further detail will be provided at reserved matters stage
Resources	Climate Change and Sustainability (Section K)	Not Required under Condition 6	Further detail will be provided at reserved matters stage
Lifespan	Ensuring Quality (Section L)	Not Required under Condition 6	Further detail will be provided at reserved matters stage

Table 2: National Design Guide checklist

3.0
CONSTRAINTS AND OPPORTUNITIES

3.1 INTRODUCTION

To inform the design of the scheme a number of opportunities and constraints for the site have been identified as set out in the approved Design and Access Statements.

- The development site abuts rear boundaries of existing properties at the edge of Yapton.
- Individual & belts of existing trees & hedgerows cross the site. Along with TPO protection many of these provide ecological value.
- Consideration needs to be given to the location of SuDS features.
- Consideration to be given to the drainage and surface water run off.
- Existing PROW's cross the site in a number of areas, connecting with the current edge of Yapton. These routes must be retained.
- Existing public and private access points constrain the placement and arrangement of any new development.
- Consideration to be given to the setting of the Conservation Area to the north.
- The established sustainable transport routes within Yapton must be considered when devising new movement routes.

Key

- Allocation site boundary
- Existing development
- Existing trees
- Existing hedgerows
- Existing contour
- Floodzone 2
- Existing Public Right of Way
- Existing access point
- Conservation Area
- Listed Building
- National Cycle Route
- Bus Stop
- TPO tree

4.0
PARAMETER PLANS

4.1 LAND USE

The total area of the site measures 24.7 ha / 61.1 acres.

The parameter plans approved as part of the outline planning permissions define the extent of residential development area, the position of peripheral Green Infrastructure, the access points at Main Road, Bilsham Road, and between development areas and the indicative route of the new Village street through the site.

The site layout plan shows the following elements:

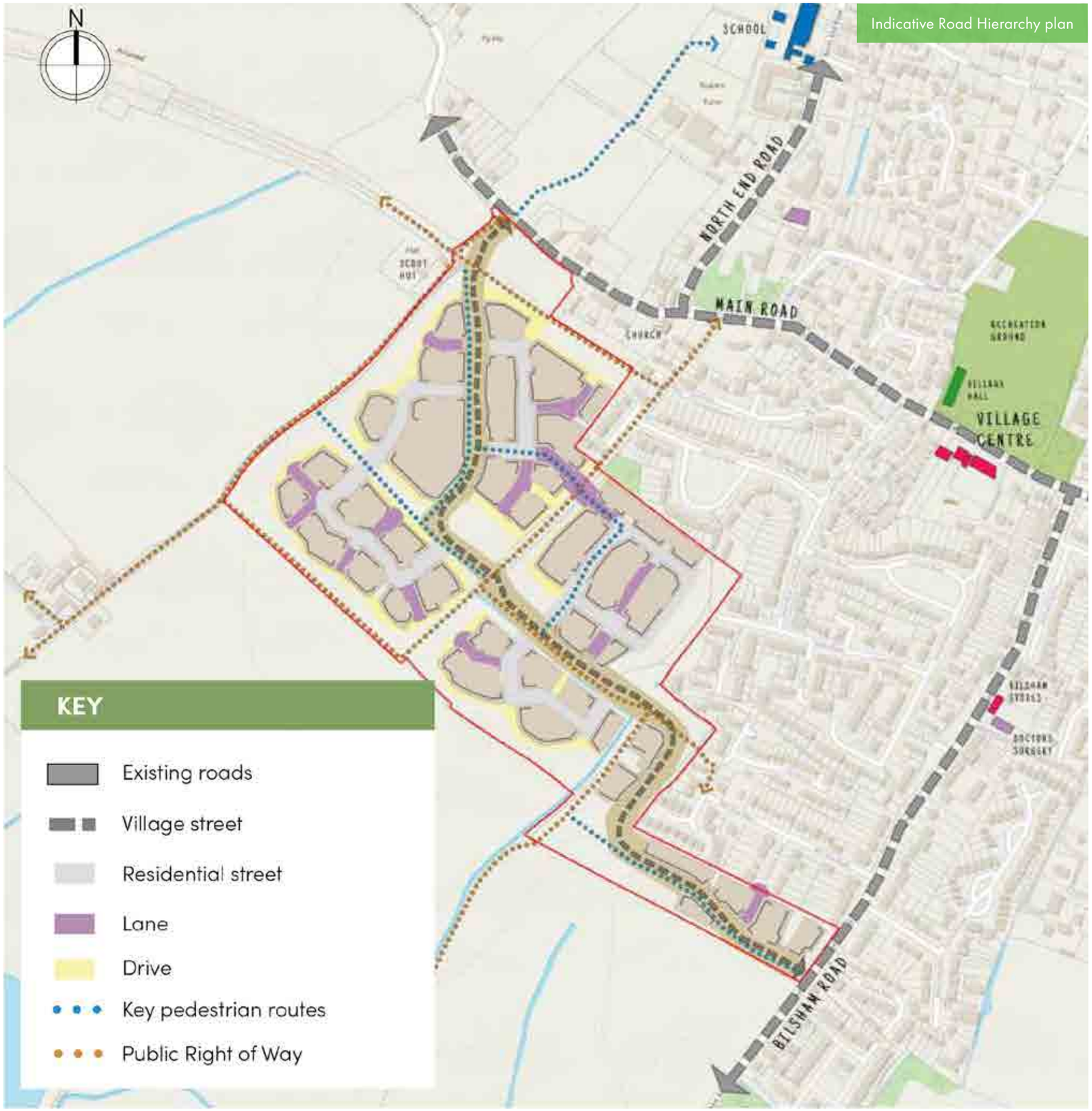
- 8.6ha of net residential development area which will provide up to 300 new homes at a medium to low density including a mix of residential accommodation comprising 1, 2, 3 and 4 bedroom dwellings including apartments and houses.
- Open space incorporating a new local park, informal amenity open space and sustainable urban drainage features.
- 6.95ha of net residential development area which will provide up to 250 new homes at a medium to low density including a mix of residential accommodation comprising 1, 2, 3 and 4 bedroom dwellings including apartments and houses.
- Open space incorporating a new local park, informal amenity open space and sustainable drainage features.

4.0
PARAMETER PLANS

4.2 ROAD HIERARCHY AND CONNECTIONS

The illustrative masterplan provides a hierarchy of streets and spaces which respond to the context of Yapton Village.

- VILLAGE STREET (RESIDENTIAL SPINE ROAD)
- RESIDENTIAL STREETS
- LANES
- DRIVES

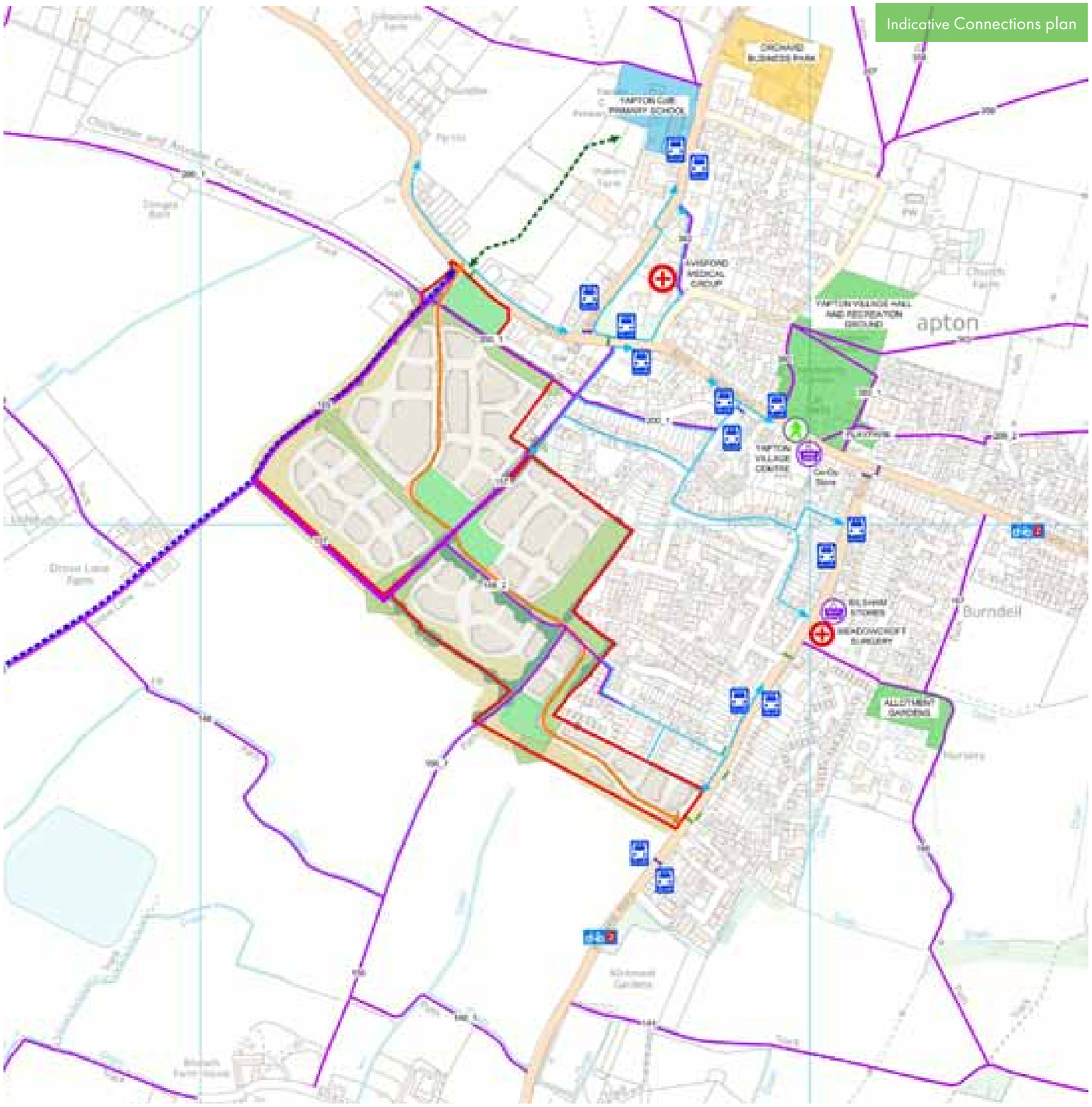


4.0
PARAMETER PLANS

4.3 CONNECTIONS

The site will be connected to the village and it's key facilities via series of existing and new links:

- Two new vehicular access connections to Main Road and Bilsham Road with a village street running through the site
- Existing Public Rights of Way and footpaths retained, including links to Drove Lane, Main Road, Tack Lee Road and The Millers
- A permeable layout within the site including a series of new footpaths and pedestrian links
- A new public footpath link from Main Road to the primary school via the redevelopment of the Bonhams Farm site (Approved planning application for 56 houses) and facilitation of the link through Stakers Farm by Landlink
- Connections to the existing and proposed cycleways in Yapton including the Sustrans Route 2 along Bilsham Road and the future cycle link to Barnham via a connection to the existing permissive path along Drove Lane
- Potential for new uncontrolled pedestrian crossings on Main Road and Bilsham Road


Indicative Connections plan

- The allocation site boundary
- Health
- Education
- Leisure
- Retail
- Bus Stop
- Public Right of Way
- New Village Street
- Permissive cycleway
- Existing walking routes
- Potential new walking route to school
- Signalised crossing
- Existing uncontrolled crossing
- Potential new uncontrolled crossing
- National Cycle Route
- Potential new cycle link to Barnham will connect with the existing permissive cycle path

4.0
PARAMETER PLANS

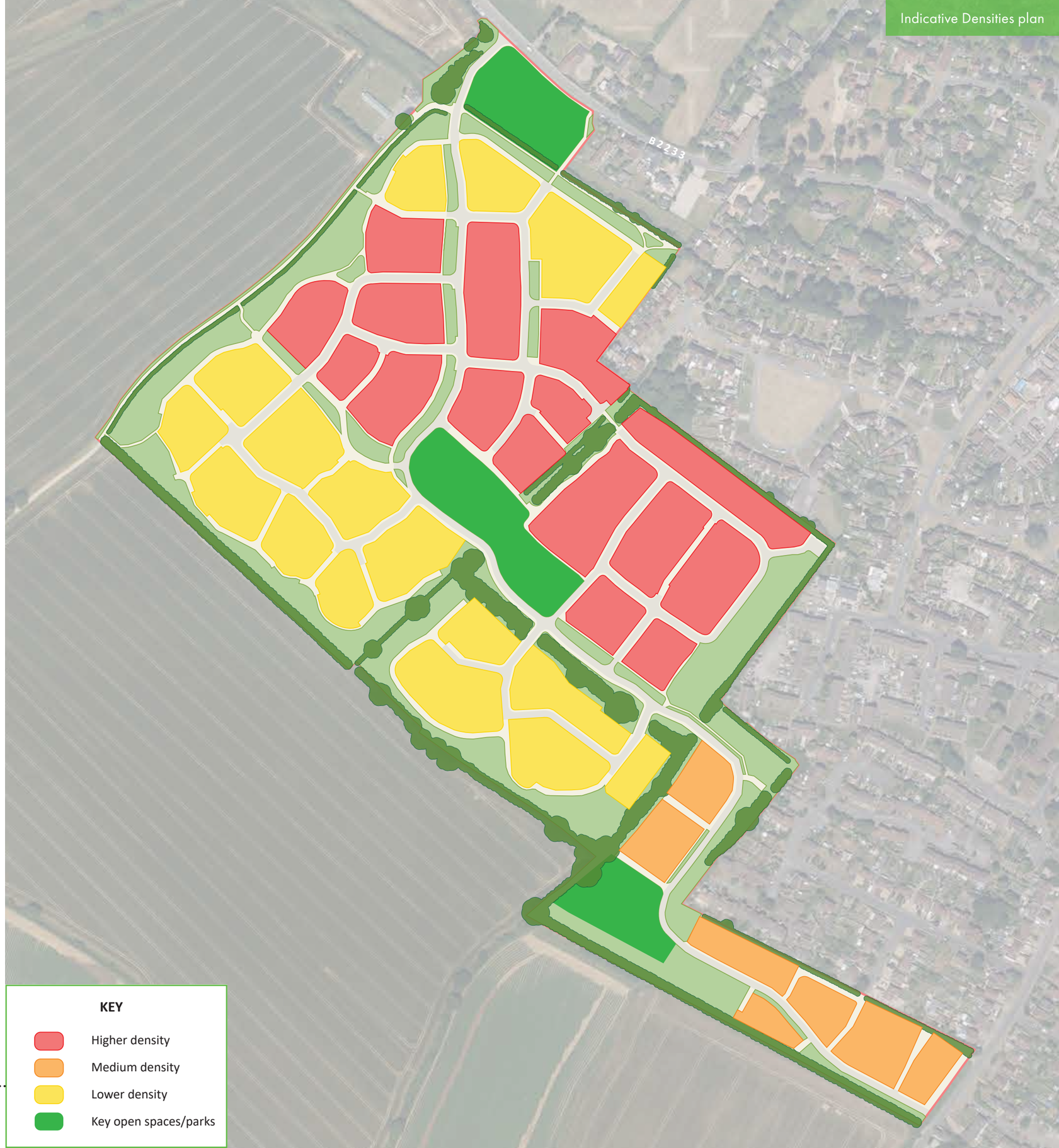
4.4 DENSITIES

As stipulated in the outline Design and Access Statement the proposed average density for the site is 22 dwellings per hectare (dph) gross density / 33 dph average net density, and would include a mix of residential accommodation comprising 1, 2, 3 and 4 bedroom dwellings comprising apartments and houses.

The density should relate to the existing character, responding to the relationship with the countryside and Conservation Area.

This approach could provide density at its most concentrated in the central part of the site and along the central spine road of the development. The density could then reduce on the south western edge of the site, reducing to provide a transition between the built form and wider landscape and to allow for a greater degree of landscape planting within the development parcels. The density should also reduce where the site adjoins the Conservation Area.

Broadly speaking the higher density areas should be at the centre of the site, reducing in density towards the edges, however the density of the development will ultimately be dependent on the layout of the reserved matters proposals.



5.0
OVERVIEW

5.1 LANDSCAPE PRINCIPLES

Outline planning permissions for the site were secured in 2019 and relevant parameter plans, illustrative masterplans and Design and Access Statements were produced and approved having regard to the standards at that time as set out in the Arun District Council Final Open Space Standards Paper (September 2016).

The Council has recently adopted the *'Open Space, playing pitches, indoor and built sports facilities' SPD (2020)* which includes some amendments to the previous standards. However, as the principles for the development of the site had been agreed prior to this, including the quantum and location of open space, it is appropriate in these specific circumstances that reserved matters accord with the outline permissions and in broad compliance with the 2016 standards.

DESIGN AND LAYOUT

The following principles could be considered in relation to the design and layout of the public open space:

- The retention and wherever possible, reinforcement or replacement of the existing vegetation within the areas of public open space should be carried out. Where the open space bounds the edges of the site, seek to maintain the physical and visual enclosure to the site from the wider landscape.
- The retention of existing drainage features within open spaces and ecological improvement where possible with native planting.
- The open space is to be inclusive in that it promotes a feeling of safety and security. It is to address the needs of the whole community.
- Contact with nature is an important consideration in relation to its fringe location. Wildflower margins and native mix buffers will create ecological edges to areas of open spaces. Suggested habitat features such as log piles, hibernaculums, bird boxes and gaps within fencing (for hedgehogs) could be incorporated.
- The introduction of dedicated spaces for children's play, including equipped areas for play.
- The form of the proposed development will guide the landscape character and choice of hard and soft landscape materials and street furniture to make distinctive spaces responding to its location.
- The design and detail of the spaces will provide clues as to the role of public and communal / private space and the interfaces between the two.
- The inclusion of native trees and shrubs for biodiversity benefits.
- Connectivity through the site will be increased offering safe access for pedestrians to local facilities and the wider landscape beyond.
- Providing passive surveillance to routes and open spaces with habitable rooms / active frontages providing overlooking.

PLAY PROVISION

The detailed design and layout of the equipped play spaces (LAP/LEAP) is to be developed in liaison with Arun District Council. Play spaces should include natural materials to provide the opportunities for children to create their own play spaces and will encourage social interaction with other children. They may also include elements which can provide opportunities for seating by both adults and children alike.

Each play space should be design-led and specific for their location integrating landscape, play equipment and natural play features suitable for a range of ages and abilities and allowing flexible use, in accordance with the latest guidance.

Possible features to be provided may include:

- Timber tree trunks laid at ground level for seating and climbing.
- Fallen tree trunks used as simple play elements within the SUDs.
- The interaction with existing planting to encourage hide and seek play.
- Low level natural stones allows young children to develop balance and coordination while removing the risk of falling from height.
- Simple bulb planting, or grass mowing regime creating maze patterns and providing simple puzzles for younger children.
- Natural materials, which give children the opportunity to create their play features.

All open spaces could encourage opportunities for innovative, inclusive, explorative, imaginative and challenging play, allowing children of different ages and abilities to play together in different ways and providing opportunities for access to the natural environment and learning.

- Where play equipment is to be used, it should conform to EN 1176 (Playground equipment and surfacing);
- The equipment should be selected which encompasses a wide range of users, able and persons with disabilities, and a wide age range wherever possible;
- Surfacing within the play areas should steer away from wet-pour and rubber tiles and primarily look at more natural surfacing such as grass matta and bark chips, in accordance with EN 1176 where appropriate; and
- Protective surfacing should be tested in accordance with BS 7188 and EN 1177 (impact attenuating playground surfacing).

STREET FURNITURE

The selection of street furniture must be considered in a comprehensive manner to ensure that a common language of elements is maintained across the public realm. The use and placement of street furniture should reflect the following principles:

- Street furniture clutter should be minimised to ensure clear sight lines;
- Ensure it is robust, high quality and durable;
- The location of street furniture elements should give special consideration to the direction of pedestrian movement especially in maintaining clear unimpeded access for the elderly and persons with a disability; and
- Overall, signage should be kept to a minimum and used only as required.

LIGHTING

Where lighting is required, the following principles should apply:

- Lighting columns should be installed at the lowest practical height level with box shield fittings where necessary to minimise glare and light spillage.
- Lux level of lamps should be as low as possible with covers reducing the attraction effect of lights on insects.
- Lighting, including street and security lighting, after construction will be directed away from newly planted boundary vegetation.
- Any lighting scheme should adhere to the principles outlined in Bats and Lighting in the UK1 produced by the Bat Conservation Trust in partnership with the Institute of Lighting Engineers (2009).

Illustrative play area

5.0
OVERVIEW

5.2 RESPONSE TO LANDSCAPE CONTEXT

The site comprises field parcels adjacent to the settlement boundary that are primarily arable in character, some fields are bounded by hedgerows and hedgerow trees, whilst others (including Drove Lane and Bilsham Road field boundaries) are more open. Hedgerows predominantly comprise *Crataegus monogyna* (Hawthorn) whilst *Quercus robur* (Oak) is the dominant mature tree species with other species such as *Acer campestre* (Field Maple) and *Pinus sylvestris* (Scots Pine). In most instances views of the Site are in context with the existing settlement edge. The presence of the urban edge promotes an urban fringe character, such that the proposals would be seen as a logical extension to the existing settlement.

LANDSCAPE DESIGN PRINCIPLES

The landscape design principles for the site have been developed to ensure a fully integrated landscape approach, with landscape treatments flowing seamlessly through each individual parcel. By ensuring the landscape design principles are adhered to, a quality scheme will be established which will be of benefit to all users groups and support the enhancement of the site's ecological value.

KEY LANDSCAPE DESIGN PRINCIPLES

The following principles should be adhered to across the site:

- Establish a high quality public realm design which is fit for purpose and responds to local distinctiveness and character;
- The public realm should utilise native species, native-character species or species of high wildlife value wherever possible in order to encourage biodiversity, provide opportunities for informal recreation, flood prevention and enhance health and well-being;
- Create green links throughout the wider site in order to maximise the provision of public open space and enhance ecological connectivity and pedestrian permeability;
- Create a diverse range of habitats and green corridors in order to encourage the movement of wildlife whilst creating a sense of place;
- Respect and enhance the interface with Yapton Conservation Area with the use of vernacular materials, planting, form and pattern;
- Integrate play provision in selected areas with houses overlooking open spaces in order to provide natural surveillance;
- Structural planting such as trees and hedgerows should utilise some advanced stock in order to provide instant impact in key areas, utilising stock of a more modest size to naturally succeed larger stock and deliver a mature green framework in the long-term. Structural planting will also serve to soften the built form and provide a pleasant and highly aesthetic environment to accompany and often counterbalance the hard built form; and
- Design with ease of biodiversity friendly maintenance in mind as part of sustainable approach over the whole life span of the development.

A SAFE LANDSCAPE

Throughout the site, secure by design principles should be adhered to, so that a safe and secure environment is created for future residents. By implementing a proactive approach in promoting crime prevention the safety and security of open green space and public safety will be enhanced.

Secured by Design Principles should be considered for all aspects of the landscape design, particularly in relation to the following:

- Public and private spaces should be clearly demarcated for example with a wall, fence or hedge. Transitional spaces, or semi-private spaces, should be designed to be visibly different from the wider public space, particularly where physical barriers are not achievable, for example with a change in paving style or colour;
- Landscapes should be designed with maintenance in mind, optimising the use of low-maintenance species and materials;
- Shrub planting adjacent to footpaths, cycleways and vehicular circulation areas should be carefully considered to ensure visibility is maintained; and
- Street furniture clutter should be minimised to ensure clear sight.

PLANTING

The planting in public open spaces should be determined by the character areas and may change throughout the development to aid with orientation and way-finding. The following general principles should apply:

- Species should be selected to provide year round interest, berries, leaf and stem colour and textural contrast should all be considered when specifying shrubs;
- Where possible native species should be utilised to encourage biodiversity;
- Shrub planting along paths should be low in height and placed in a way that does not obstruct visibility;
- Trees with light canopies and low water demand characteristics are recommended close to buildings to allow maximum light penetration and reduced impact from tree roots. All planting close to buildings should follow the standards set out in the Trees in Relation to Construction – Recommendations (BS5837:2012) and NHBC Chapter 4.2: Trees near Buildings. This is to reduce the risk of the trees becoming a nuisance and being removed in the future;
- Shrubs in predominantly pedestrian or "doorstep" areas associated with private frontages should be aesthetically pleasing in order to create visual interest, in these areas a higher proportion of evergreen species should be used in order to provide year-round interest;
- Within areas of public open space planting should be more naturalistic in character, incorporating areas of species-rich meadow and native buffer (opposed to highly manicured borders) in order to reduce maintenance requirements and encourage wildlife;
- Utility corridors and the timing of implementation should be carefully considered and integrated into the landscape design to ensure sufficient space is allowed for trees to thrive. Root barriers can be considered where necessary;
- Medium to large street trees with a compact and fastigiate habitat e.g. *Carpinus betulus* 'Frans Fontaine', *Acer Campestre* 'Streetwise', *Acer campestre* 'Elsrijk' or similar are recommended on access roads;
- Within public open spaces the tree hierarchy should include native feature trees including deciduous and evergreen species. Evergreen species are considered to be particularly appropriate within the setting of the Conservation Area;
- Heavily berried and sappy trees should be avoided within car park areas and hard landscape areas where they may cause staining or leave a sticky residue on surfaces.

Illustrative dry attenuation basin

5.0
OVERVIEW

5.3 GREEN INFRASTRUCTURE

The proposals should seek to assimilate built development within an exemplary Green Infrastructure Framework which should be characteristic and in keeping with the surrounding area of Yapton. As a result of this approach there could be numerous short term benefits as well as overall long term biodiversity, amenity and recreational ones.

The retention of significant parts of existing hedgerows and hedgerow trees located within the site could provide immediate short term benefits and provide a mature framework in which to locate the new development. The retention of these features should also maintain habitats that are currently present on site and better assimilate the development within the surrounding area.

Long term benefits as a result of new planting including street trees and native planting, could increase the habitats available on site and provide suitable conditions for nesting and foraging.

In addition to this, Green Infrastructure proposals could also include:

- Green links which connect the existing village edge to the countryside;
- Public Open Spaces which include dry attenuation basins, formal and informal play areas.

Public open space should provide larger areas within the development for relaxing, socialising and community engagement.

Illustrative public open space examples

Indicative Green Infrastructure plan

5.0
OVERVIEW

5.4 CENTRAL GREEN

This area of public open space is located within the centre of the site and adopts a village green character. Drove Park lies at a convergence point of existing field boundaries formed by mature hedgerows and trees as an existing strong landscape feature. The form and scale of the park is the result of an iterative masterplanning process resulting in substantial area of open space provided to create a functional and flexible landscaped park. Predominantly retained, this feature could form a key part of the site character adjacent to the new park. Proposals could include native species within the landscape planting palette to help create a coherent scheme tied to the existing local landscape character.

This open space should be formed to create an informal area for local leisure and respite, allowing open and undisturbed views for safety of use. A meandering hoggin path crossing the open space could provide pedestrian and cycle links through the wider development. The naturalistic choice of street furniture should set a precedent for the remaining open spaces throughout the site, contributing to the natural and informal character of the open space provision. Drove Park could include a generous children play space provision, designed as an integral part of the public open space. The centrally positioned activity zone could include a variety of play equipment comprising formal elements like swings and climbing nets with safety surfacing as well as natural play such as balancing beams, mounds and boulders. Planting forms an important role in the play space design delivering a sensory experience.

There could be a clear tree planting hierarchy with large scale street trees planted around the perimeters of the space, key feature trees in the middle and smaller ornamental trees in the area adjacent to private drives. Ornamental trees planted in groups would contribute to the local biodiversity and provide source of foraging and shelter to the local wildlife. Fruit trees can also be a valuable resource for the residents increasing the sense of ownership of the green space. Areas of amenity grassland could be included across the park space with pockets of wildflower and bulb planting where practical to help increase amenity and biodiversity value.

The inclusion of the play areas, new path routes and proposed soft landscape features within the space would give ample opportunity to act as an accessible central recreational and social hub for the residents within the new and existing community.

- Existing mature trees / vegetation retained
- Play space locations
- Trees lining main vehicular route
- Fruiting tree locations
- Feature tree locations
- Native planting areas
- Amenity grassland with areas of bulb planting and / or wildflower
- Access route through park (Self binding gravel or similar naturalistic material)
- Existing right of way links
- Vistas / view corridors towards Drove Park from within development

(Strategy design is illustrative - species chosen at detailed design stage will help define the distinct individual character for Drove Park within the wider development)

5.0
OVERVIEW

5.5 BLUE INFRASTRUCTURE

As part of the Green Infrastructure design, a SUDS strategy will been developed.

Key principles should be:

- A series of attenuation basins along the rural edge. These will be dry (grassed), with shallow-sloping sides and will only contain water for approximately 48 hours after a flood event.
- A cellular storage tank beneath the recreation area will provide additional capacity if required.
- The potential for permeable paving.
- Linked soakaway features in rear gardens.

Indicative Blue Infrastructure plan

5.0
OVERVIEW

5.6 ACCESS AND MOVEMENT

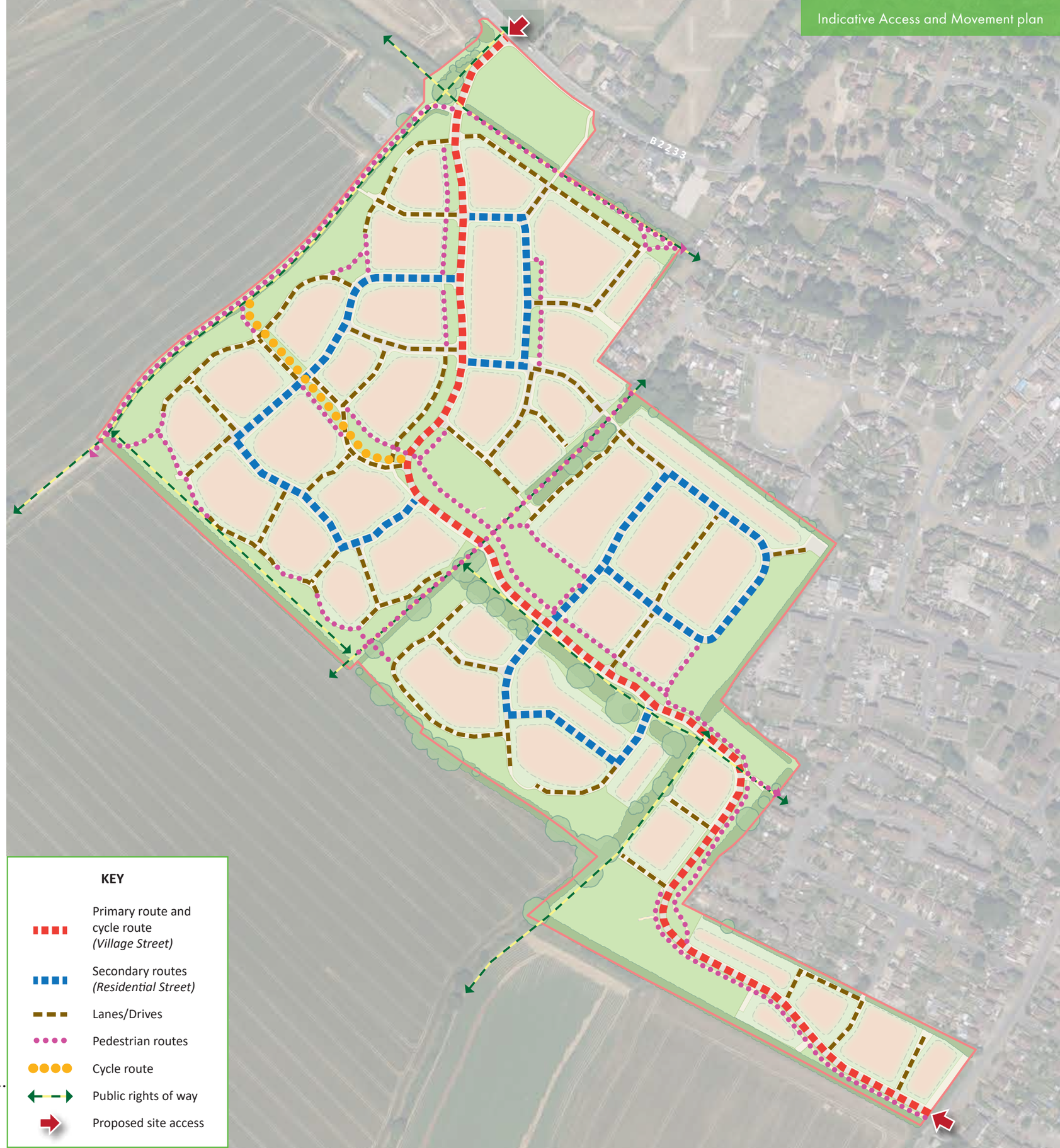
VEHICLE ACCESS

The principal vehicular access from the south east would be from Bilsham Road with a road running through the site connecting to Main Road in the north.

PEDESTRIAN AND CYCLE ACCESS

A cycle route should run through the centre of the site and form part of the primary access road. This could be provided as a shared 3m wide foot/cycle way. The road should also be 5.5m minimum width to allow sufficient space for cyclists.

A pedestrian/cycle connection should link from the site to the wider area. All of the alignments of the existing Public Rights of Way should be retained within the site. Additional pedestrian links could also be provided to enhance the permeability of the scheme. Footways should be designed to be overlooked where possible and provide a safe route for pedestrians.



5.0
OVERVIEW

5.7 PLACES AND KEY BUILDINGS

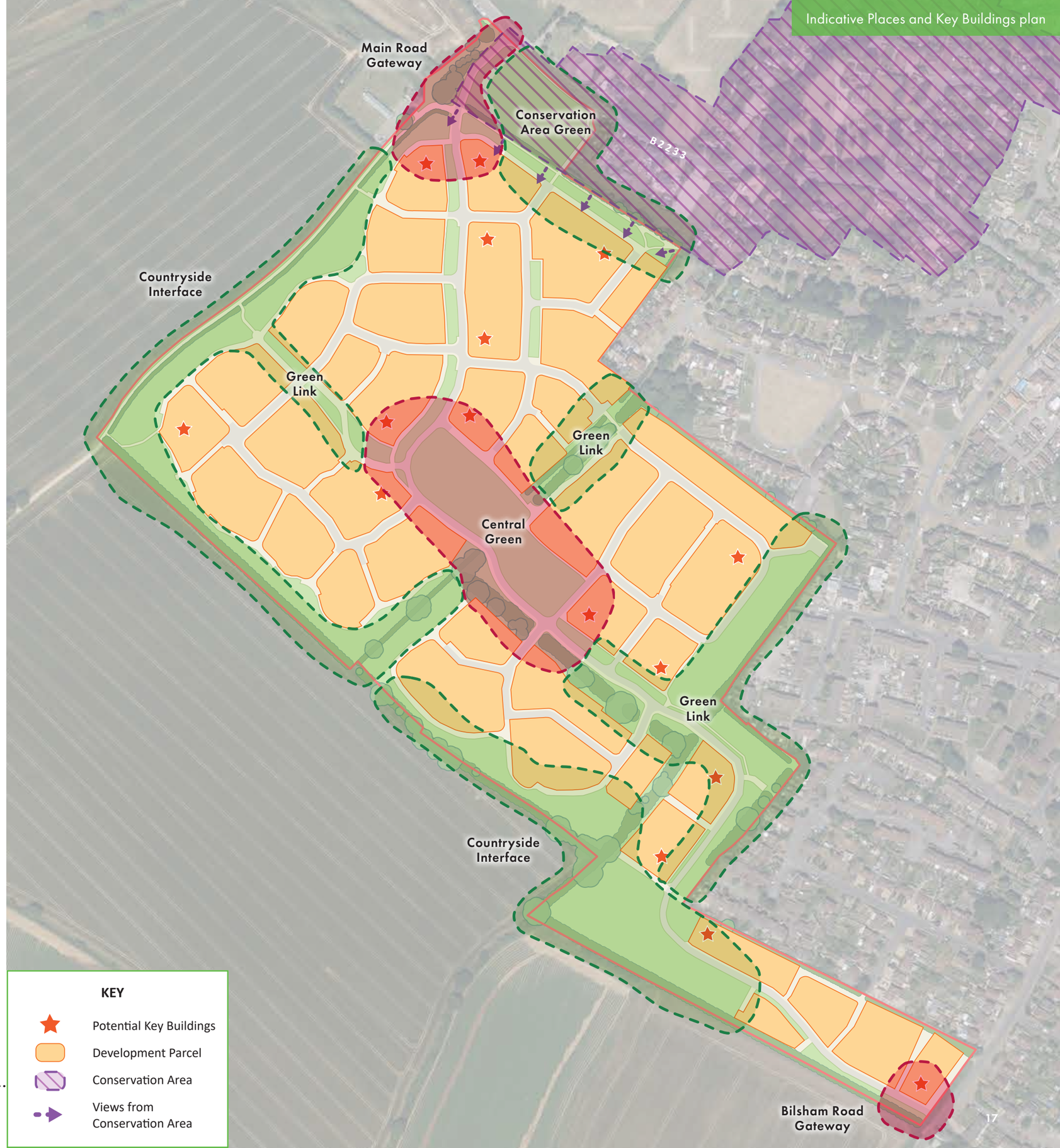
Within the development, potential locations have also been shown for key buildings which will assist in the legibility of the place and creating views and landmarks within the scheme.

Key buildings should be located through the site to:

- Address key corners and frontages.
- Terminate key vistas and viewing corridors.
- Strengthen legibility and movement by visual referencing.
- Reinforce the strategies for the character areas.

Illustrative examples of key buildings

Indicative Places and Key Buildings plan



5.0
OVERVIEW

5.8 BUILDING TYPOLOGIES

Building typologies should be appropriate to their location and interfaces. They must also reflect the nature of Yapton and how development has evolved in the area. In addition, there are policy requirements that infer an appropriate mix of smaller and larger properties.

Generally, detached or larger footprint buildings should be found at the periphery of development parcels and where these buildings interface with the countryside.

Finer grain, smaller properties are usually found away from the periphery and should be found clustered into terraces along inner streets.

Apartment buildings, being more readily taller, bulkier buildings should be kept away from areas of distinct character, sympathetic with Yapton as these are not a discernable character of the area.

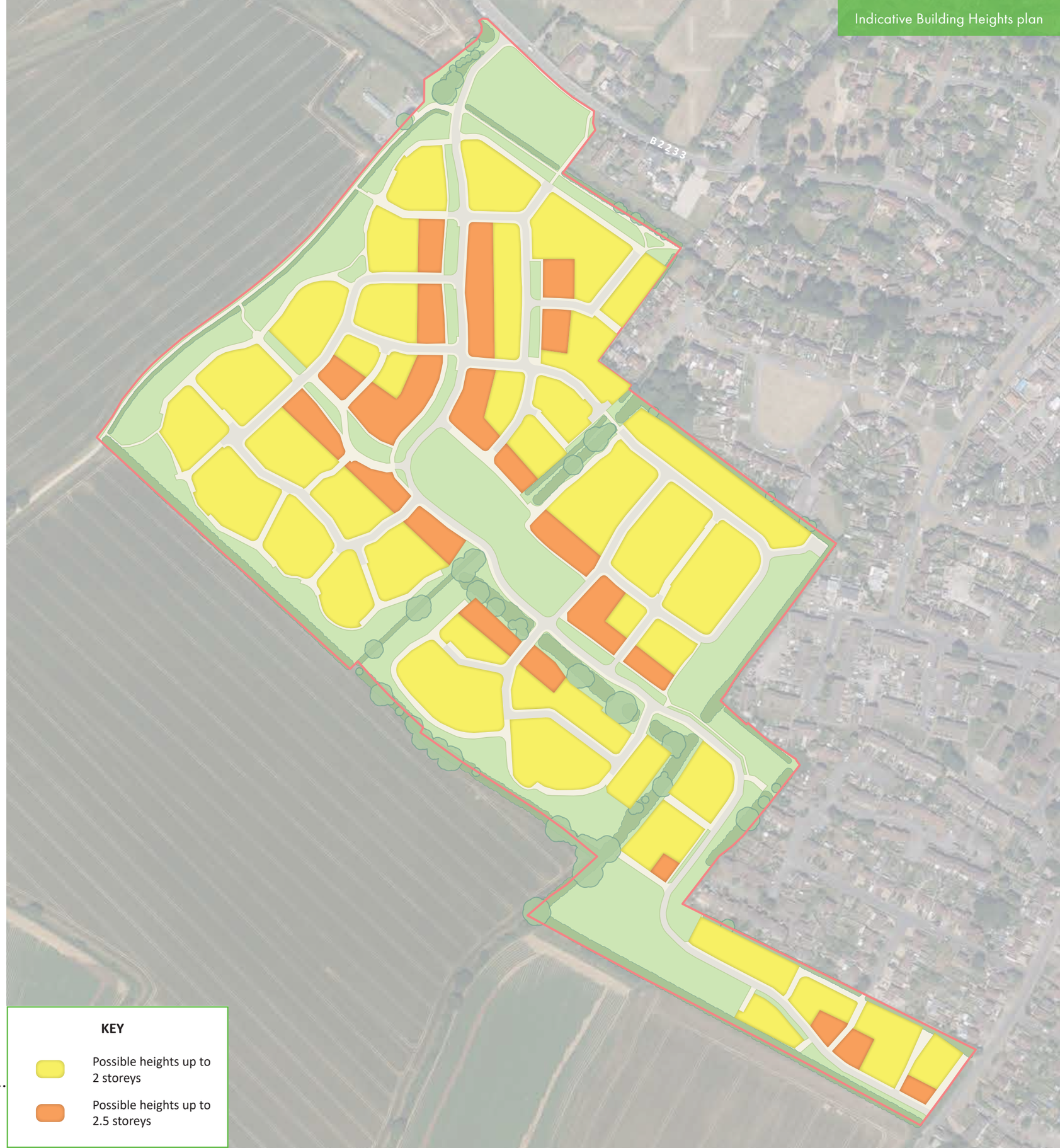
5.9 BUILDING HEIGHTS

The vast majority of Yapton consists of 2 storey buildings, with 2.5 storey buildings being relatively scarce and not an obvious feature of the character of Yapton.

There are no buildings taller than 2.5 storeys found in the locality. Any 2.5 storey buildings in Yapton are limited to placement within development areas and at no point adjacent the countryside edge.

Therefore proposed 2.5 storey buildings should not be placed at the countryside edge, used very sparingly along the new Village Street and be more appropriately located within development parcels.

- The development will be characterised by predominantly 2 storey dwellings.
- Occasional use of 2.5 storey dwellings will be appropriate within the development to add visual interest, terminate key view lines or frame spaces.
- Maximum ridge height of 2 storey house: 9.5m
- Maximum ridge height of 2.5 storey unit: 11.5m



5.0
OVERVIEW

5.10 ROAD TYPOLOGIES PRINCIPLES

The outline masterplans provide a hierarchy of streets and spaces which respond to the context of Yapton Village.

VILLAGE STREET
(RESIDENTIAL SPINE ROAD)

RESIDENTIAL STREETS

LANES

DRIVES

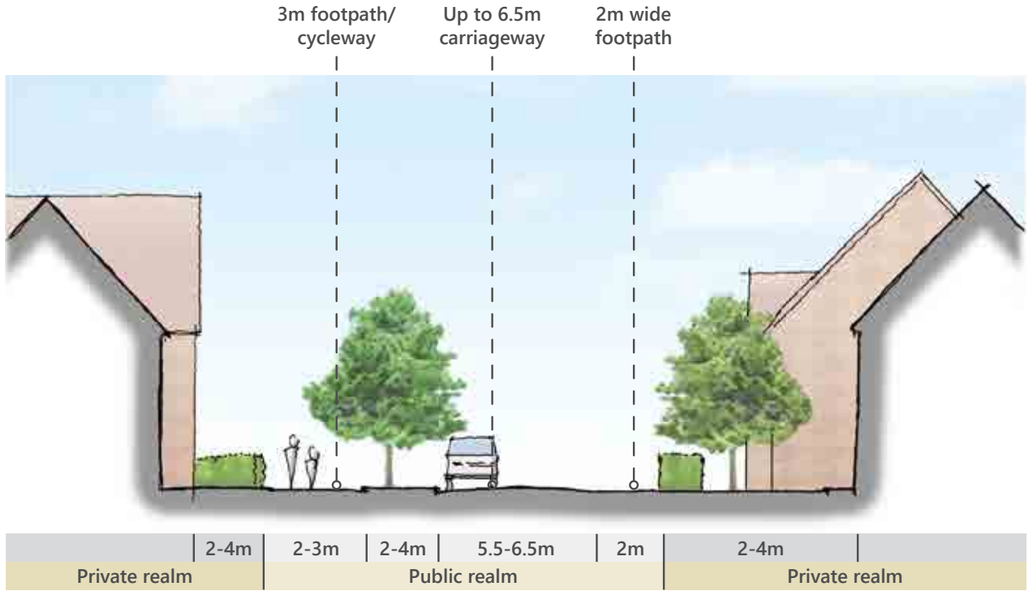
5.0
OVERVIEW

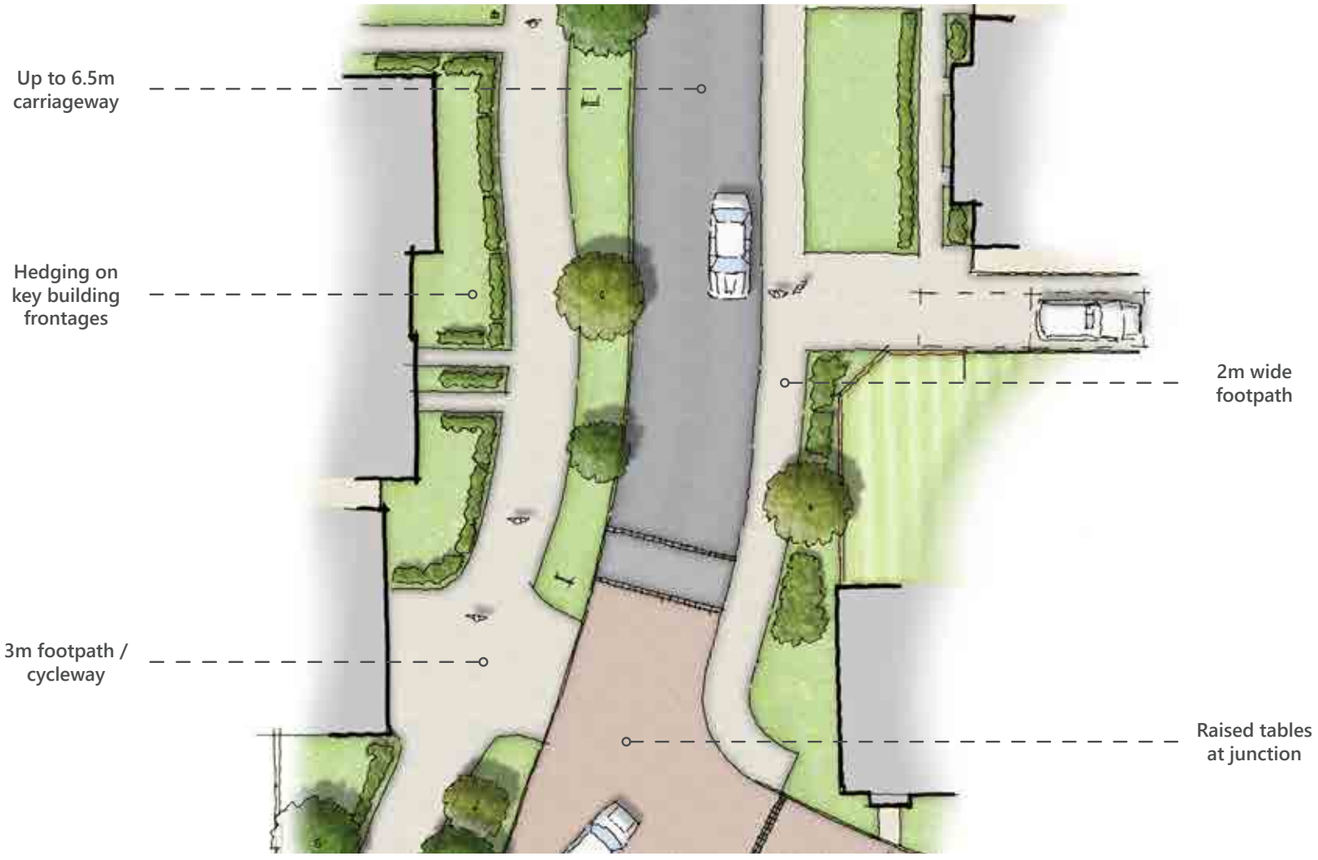
5.11 VILLAGE STREET

The village street should be the key piece of infrastructure through the whole development. The key function of this road, apart from serving the 550 new dwellings, could be to link the southern access to the village through to the western side for those who are passing through, rather than those who would be using the village facilities. It connects the site to Bilsham Road to the south and Main Road to the north and connects within the site to secondary routes, drives and lanes.

The illustrative diagrams set some principals on how the village street could be designed.

Carriageway	Maximum width 6.5m. Tarmac between junctions.
Pavements	2m footpath on one side. 3m footpath / cycleway. Tarmac.
Junctions	Raised tables with block paving. Brundle herringbone on table. Tarmac on ramp. Granite setts.
Verges	Varying width verges on one or both sides of the street depending on location and the existing and proposed landscape setting.
Landscaping	Verges planted with trees in clusters and appropriate to setting.
Street lighting	West Sussex approved posts located to respect the setting and function.
Service corridors	2m wide in pavement on both sides of carriageway where required.
Private / Public Realm	Frontage depths and boundary design / material dependent on location and setting.
Visitors car parking	Parking bays set into verge in no more than 3 in a cluster.





Indicative illustrations of Village Street

5.0
OVERVIEW

5.11 VILLAGE STREET

Across the site the width of the verges and positioning of the footpaths are designed to reflect the setting, landscape and area characters.

The majority of the village street in the Bilsham Road side of the site is one sided, with large areas of open spaces and established mature vegetation trees. Where as in the Main Road side of the site, it has a predominantly two sided development structure.

The footpath and verge are part of these landscaped spaces, so share the landscape character of the settings they sit in. With this in mind we do not feel it was appropriate to have a road and a dimensionally rigid verge and footpath, so the aim has been to provide a footpath that meanders through the site, and the verge widths become a consequence of this.

The same principles apply to the soft landscaping, we do not see a rigid set of tree planting at 3 to 4m spacing as appropriate, and think tree and landscaping clusters would be a better solution.

Indicative images of verge treatment along the village street

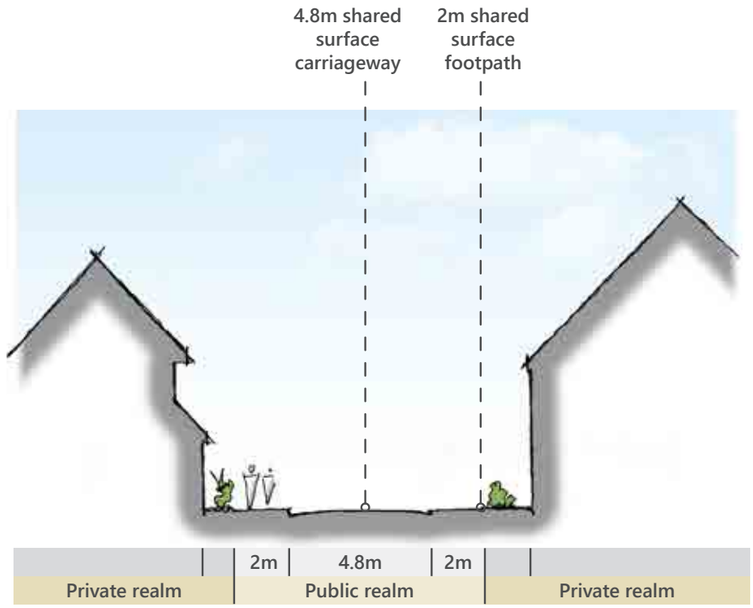
5.0
OVERVIEW

5.12 RESIDENTIAL STREETS

Throughout the site there are a number of residential roads that could provide serviceable secondary routes through the development linking the parcels from the village street, to the lanes and drives on the periphery of the site.

The illustrative diagrams set some principals on how the residential streets could be designed.

Carriageway	Maximum width 4.8 to 5.5m depending on location. Tarmac between junctions.
Pavements	2m footpath on both sides.
Junctions	Raised tables with junctions to village street.
Verges	None.
Landscaping	Street trees in key locations and to break up runs of frontage car parking.
Street lighting	West Sussex approved posts.
Service corridors	2m wide in pavement on both sides of carriageway where required.
Private / Public Realm	Frontage depths and boundary design / material dependent on location and setting. See Public Realm section.
Visitors car parking	Parking bays set into verge in no more than 2 in a cluster.



Indicative illustrations of Residential Streets

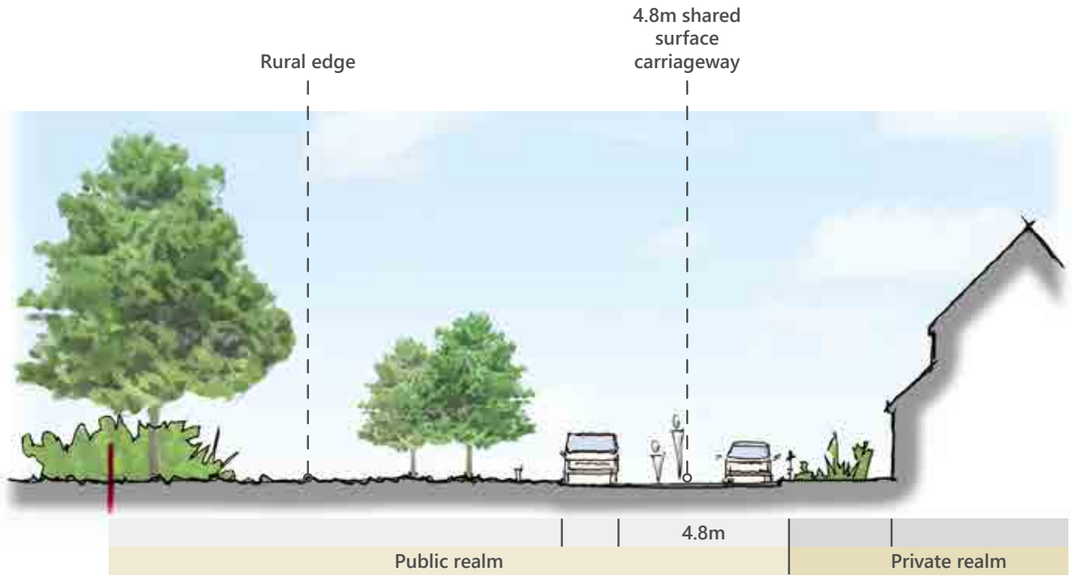
5.0
OVERVIEW

5.13 LANES

The lanes connect the peripheral drives to the residential streets. These streets vary considerably in their format with some having similar features to the residential street and others being more akin to peripheral drives, where they edge significant public landscape areas.

The illustrative diagrams set some principals on how the lanes could be designed.

Carriageway	4.8m block paved carriageway to adopted areas.
Pavements	2m block paved low kerb footpath set into adopted shared surface area.
Junctions	Raised junctions delineating public and private areas and paviour crossovers in footpath routes.
Verges	No verges.
Landscaping	Mix shrubs, hedges and small trees to private areas.
Street lighting	West Sussex approved posts to adopted areas. low level bollard lighting to private areas.
Service corridors	2m service marging to one side in adopted areas.
Private / Public Realm	2-4m frontage depths edged with landscape.
Visitors car parking	Landscape edged visitor bays set into verges or on footpath side where in adopted areas.



Indicative illustrations of Lanes

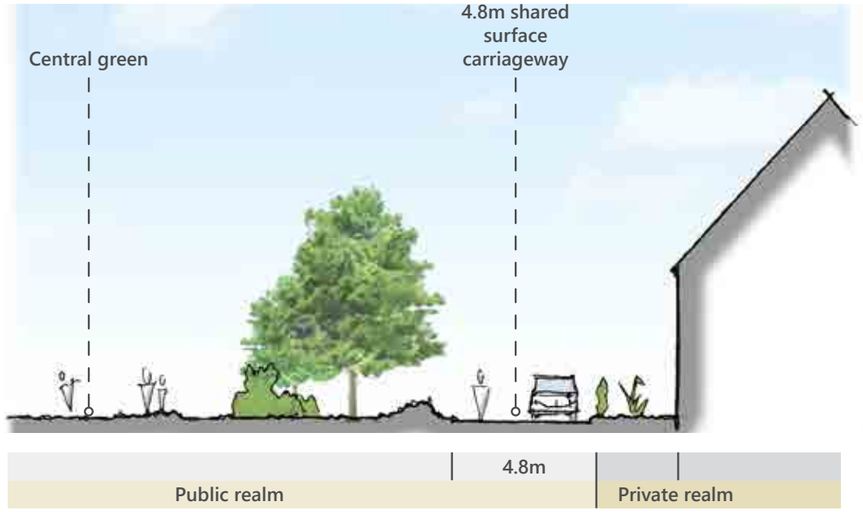
5.0
OVERVIEW

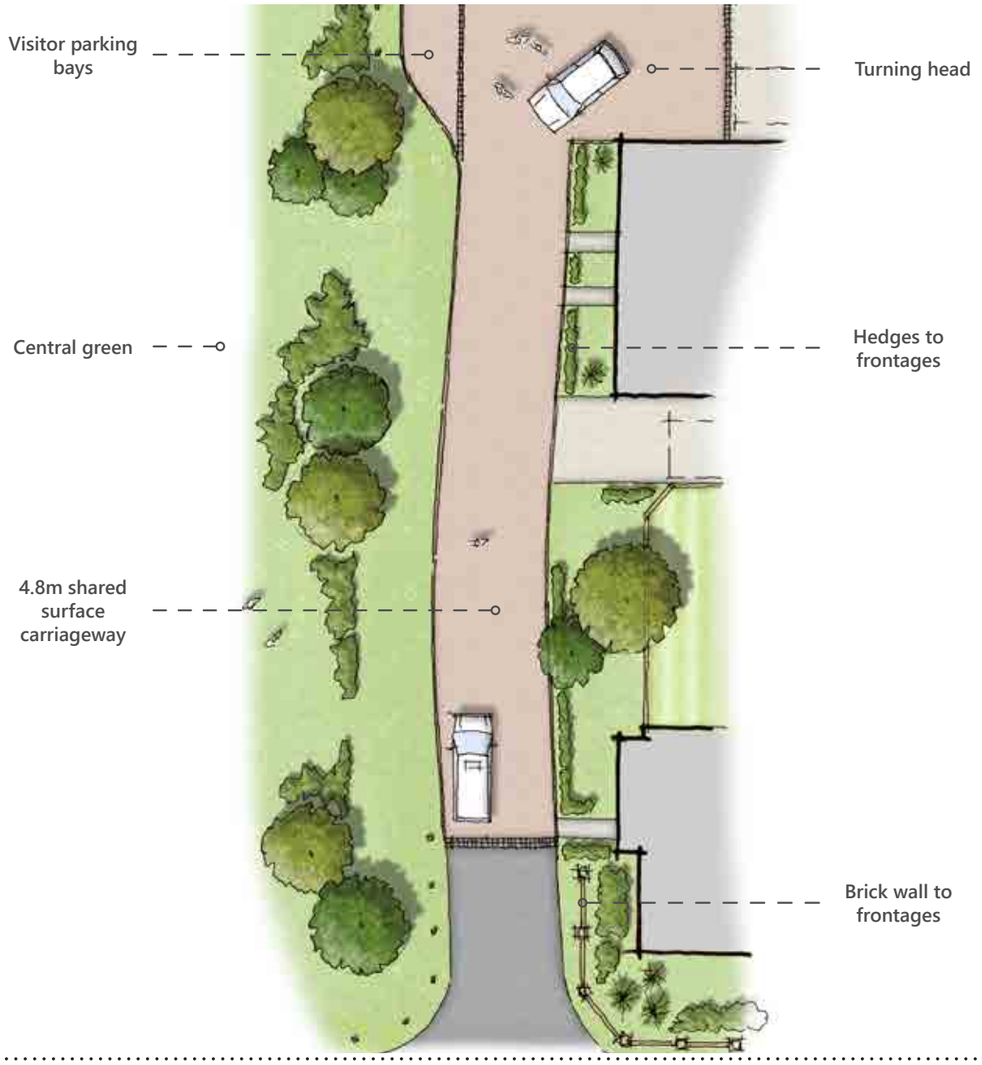
5.14 DRIVES

The drives form the new edges of Yapton in these northern and western areas. These routes could be formed with variable width, mostly private, shared surfaces. Landscaping would be informal with significant use of shrubbery and hedgerows behind frequently placed fencing. Formal public, pedestrian routes are not evident and are mostly provided through use of informal paths and use of existing Public Rights of Way.

The illustrative diagrams set some principals on how the drives could be designed.

Carriageway	4.8m block paved carriageway to adopted areas.
Pavements	2m block paved low kerb footpath set into adopted shared surface area.
Junctions	Level junctions.
Verges	No verges.
Landscaping	Mix of low level shrubs and small trees to private areas. Large trees and hedgerows to edge of open space areas.
Street lighting	West Sussex approved posts to adopted areas. Low level bollard lighting to private areas.
Service corridors	2m service marging to one side in adopted areas, private areas to have minimum 1m margins.
Private / Public Realm	2-6m frontage depths edged with hedgerow or timber fencing.
Visitors car parking	Landscape edged visitor bays set into verges or on footpath side where in adopted areas.





Indicative illustrations of Drives

5.0
OVERVIEW

5.15 GATEWAYS

The entrances to the site should have a welcoming feel as traffic enters the heart of the new development.

Landscape treatment used along these entrance points could include evergreen hedges and trees to give the entrance a strong sense of character. Tree planting could be native and semi-native in keeping with the overall green character. By offering a landscape dominated feel as traffic enters the development it enables the landscape character to be replicated within the development.

BILSHAM ROAD

The principal vehicular access from the south east will be from Bilsham Road. This site access, that was agreed at the outline stage, would not only create a gateway into and through the development from the east but could also provide a new southern gateway into the main village.

The proposed development parcels could create a new settlement edge with any new dwellings that are proposed needing to have an appropriate scale, form, and detail to address facing the Village Street and the rural southern setting.

Indicative illustration of Bilsham Road Gateway

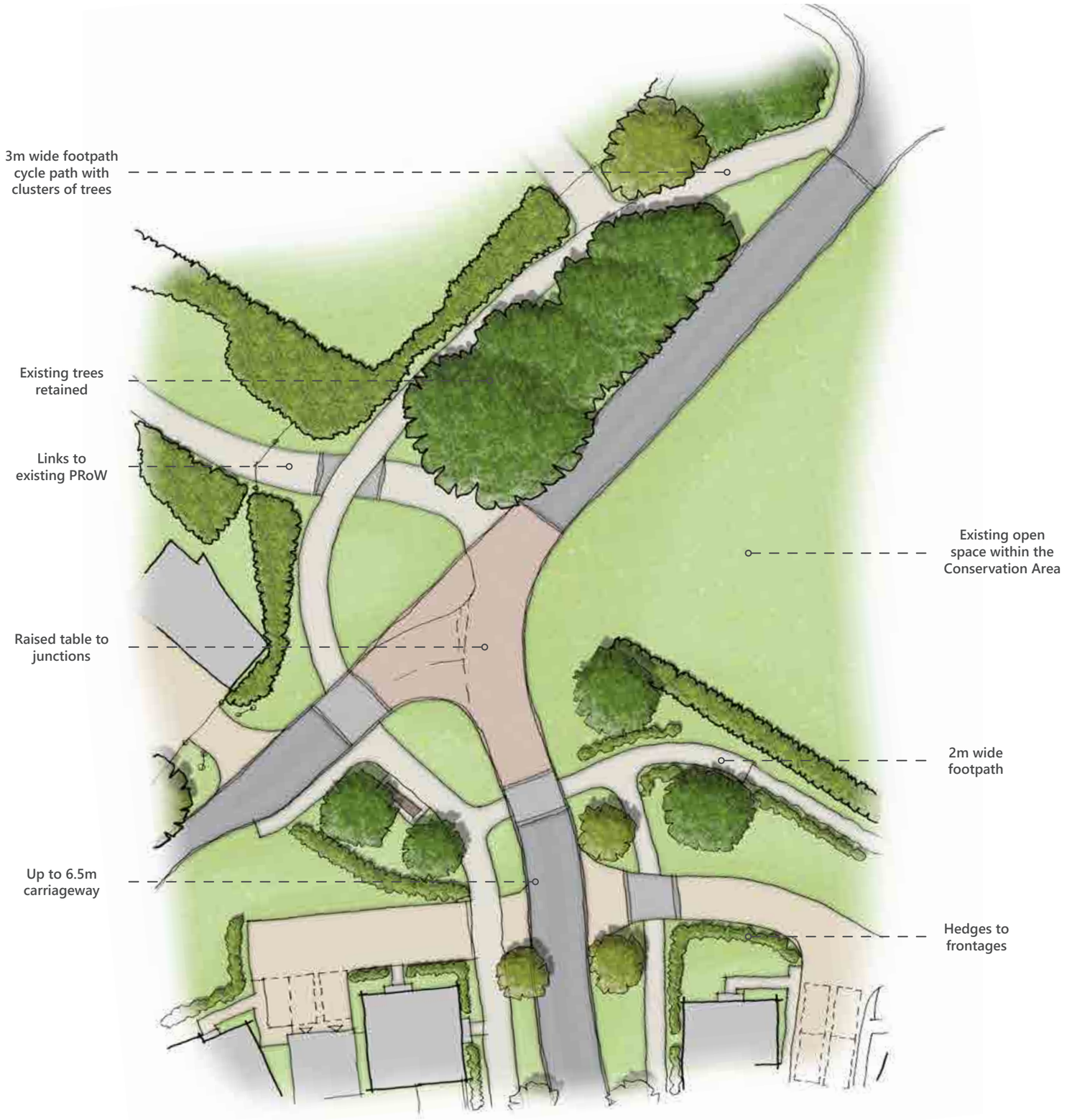
5.0
OVERVIEW

5.16 GATEWAYS

MAIN ROAD

The principal northern access from Main Road is via the connecting Drove Lane. This appropriately sized geometry is to avoid existing trees and reduce the impact on the existing hedgerow.

Setting new built forms far back from the junction, would ensure significant space is given to meandering movement routes and new landscaping, to create a place that accommodates activity but is defined by landscape, and is an attractive place. Benches and feature structures using local materials could add interest to this waypoint at the edge of Yapton.



Indicative illustration of Main Road Gateway

5.17 PARKING TYPOLOGIES

The following pages provide some of the potential solutions to manage plot access and parking to create safe and attractive streets and public realm. It is not the intention of this document to provide details for every type of parking.

CAR PARKING SHOULD:

- Form an appropriate response to each street typology.
- Be designed in broad compliance with adopted standards.
- Be designed so that parked vehicles are visually unobtrusive and parking spaces are convenient and safe to use.
- Be designed as attractive functional spaces with planting used to avoid the street scene being dominated by the view of cars.
- Large areas of car parking must be located to minimise visual intrusion and must be well landscaped.
- Be accommodated as much as possible 'on-plot' or in a convenient location at the front of or to the side of the property.
- Be designed to discourage parking on verges where on-street parking is not provided, through use of bollards, ditches, fencing etc.
- Include visitor parking in appropriate agreed locations.
- Include kerbside parking primarily along secondary and tertiary roads and should discourage kerbside parking along the primary road.

PARKING STANDARDS

- The development should be in broad compliance with the Arun Parking Standards dated January 2020.

GARAGES AND CAR PORTS

- Garages and carports should be planned at a clear width of 3m and a depth of 6m internally with garages only counting as .5 a space and carports as a full space.
- Consideration should be paid to the configuration of car parking to reduce the amount of tandem spaces, especially where garage car parking is to be provided.

DRIVEWAYS

- To ensure that parked cars do not overhang pedestrian/cycle movement network, driveway depths must be in multiples of 5m (length of parking bay) from the back of highway footway/shared use path, with an additional 1m allowed for access to garage doors.

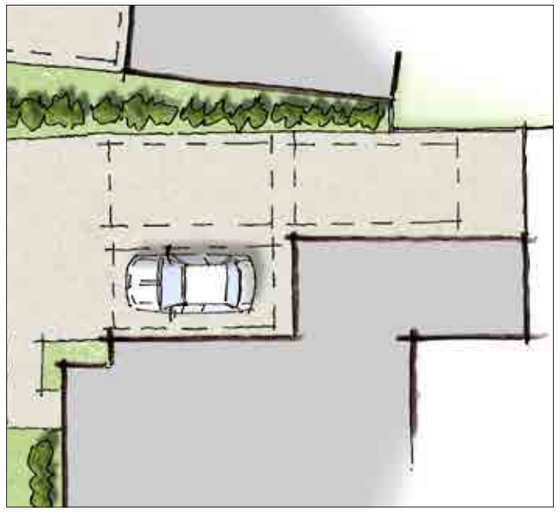
CYCLE PARKING

- Cycle parking should be provided in broad compliance with the relevant standards.
- Cycle parking should be provided in key public spaces such as play areas.
- Where provided in private garages, cycle storage must allow cycles to be removed without the need to drive out a parked car.
- Where drives are used for the movement of cycles or bins minimum driveway widths should be 3.0m.
- Should generally be 'Sheffield' stands or otherwise approved.

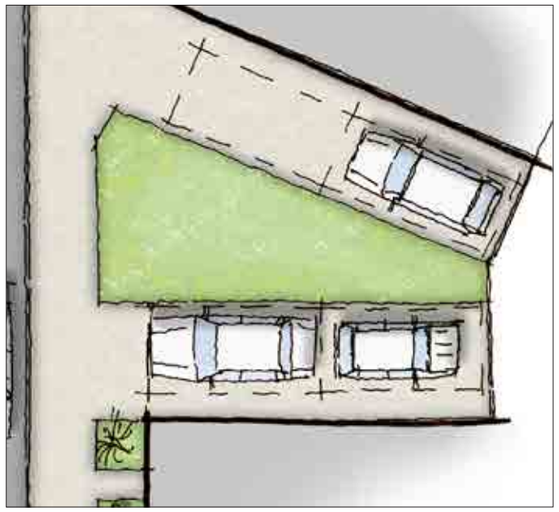
CHARGING POINTS

- In line with policy a percentage of properties across the site should be provided with vehicle charging facilities.

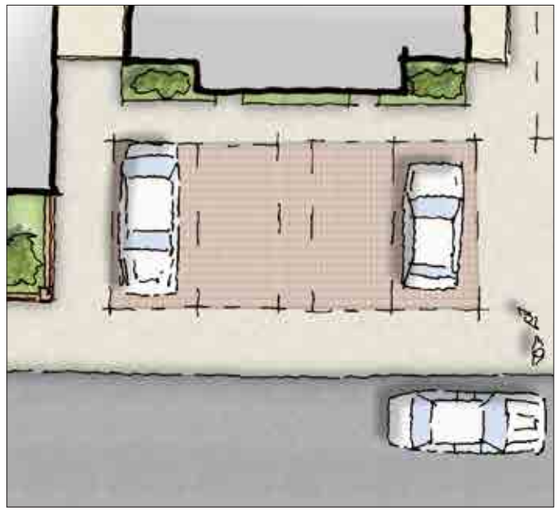
GARAGE PARKING:



ON PLOT SIDE



FRONTAGE PARKING:



PARKING COURT:

6.0
CHARACTER AREAS

6.1 OVERVIEW

The outline planning applications set out in detail the various components that make up the individual characteristics of the identified character areas. Five principal character areas have been proposed within the site which respond to their context, density and the aim to provide a variety of built form and landscape across the site, in keeping with the character of the village.

The character areas are shown and are as follows:

- **Bilsham Street**
- **Drove Park**
- **Lovey's Field**
- **Drove Field**
- **Canal Green**

The net density of each character area is shown indicatively in the table below.

Character area	Net density / dph
Bilsham Street	30-35
Drove Park	35-40
Lovey's Field	20-30
Drove Field	20-30
Canal Green	30

6.0

CHARACTER AREAS

CHARACTER AREA	BUILDING MATERIALS	ROOF MATERIALS	ROOF TYPES	DORMERS	BAYS	EAVES	CHIMNEYS	PORCHES / ENTRANCES	BOUNDARY MATERIALS	WINDOW STYLE
BILSHAM STREET	• Predominanly red / multi brick • Some tile hanging on upper floors	• Red tiles • Brown tiles • Some grey tiles	• Gable ends	• Pitched roof	• Canted bay windows • 1 and 2 storey bays	• Boxed eaves • White or black	• On key buildings • Brick	• Open projecting and lean to • Recessed entrances	• Walls • Metal railings • Hedgerows	• Top hung • Double glazing bars
DROVE PARK	• Predominanly red / multi brick • Some render on parts of buildings / storeys • Horizontal boarding (white / muted colours)	• Red tiles • Brown tiles • Some grey tiles	• Gable ends	• No	• Boxed bay windows • Single storey bays only	• White boxed eaves	• None	• Open projecting / flat roof	• Walls • Metal railings	• Top hung • Double glazing bars
LOVEYS FIELD	• Predominanly red / multi brick • Some tile hanging on upper floors • Flint dressing on some buildings	• Red tiles • Brown tiles • Some grey tiles	• Gable ends • Full hips • Barn hips	• Pitched roof • Hipped dormers	• Canted bay windows • Single storey bays only	• Predominantly open eaves • Some boxed eaves	• None	• Open projecting • Recessed entrances	• Timber fencing • Hedgerows	• Casement • Multiple glazing bars
DROVE FIELD	• Red / multi brick • Horizontal boarding (black)	• Red tiles • Brown tiles • Some grey tiles	• Gable ends • Full hips	• No	• No bays	• Black boxed eaves, some white boxed eaves	• None	• Open projecting / hipped	• Timber fencing • Hedgerows	• Casement • Single glazing bars
CANAL GREEN	• Predominanly red / multi brick • Flint dressing on key buildings	• Red tiles • Brown tiles • Some grey tiles	• Gable ends • Full hips	• No	• Canted bay windows • Single storey bays only	• Boxed eaves • White or black in colour	• On some buildings	• Open projecting / hipped	• Brick Walls (with some flint insets) • Hedgerows • Metal railings	• Casement • Multiple glazing bars

6.0
CHARACTER AREAS

6.2 BILSHAM STREET

This character area draws from the gateway nature into the site from the east and is an interface to the post war development adjacent to the site and beyond. The Design and Access Statement sets the character for this area on a more traditional aesthetic with fenestration detailing and materiality responding to the built form locally and the rural aspect to the south. The landscape character is reinforced by the existing tree lines with an emphasis on the rural aspect to the south.

DESIGN CUES	URBAN FORM	BUILDINGS	PUBLIC REALM
Visible edge to Yapton, Rural edge Village Street attributes Green corridors Attractive cycle and pedestrian routes Distinctive identity through built forms	*Block structure:*	*Style:*	*Front garden boundaries*
	Perimeter blocks Varied frontages with continuity of form	Varied, detached, semi, short terrace and small flat blocks	Varied depths with low brick walls, metal fencing and hedging
	Density:	*Height:*	*Road surface:*
	Medium: 30-35 dph	Predominately 2 storeys, 2.5 on key buildings	Varied: Tarmac carriageways, pavioured crossovers and private drives
	Parking:	*Materials & architectural detailing:*	*Footpaths:*
	Varied, side frontage and parking court	Predominately brick with tile hanging on key buildings	Tarmac formal paths, hoggin informal paths

LANDSCAPE APPROACH

The Bilsham Street character area includes an area of open space that could form a focal point for this section of the site. The open space should create a recreational area through the use of naturalistic equipped play, amenity grassland with wildflower and bulb planting with opportunities for wetland species as part of the attenuation feature located to the west of the parkland.

The open space should provide a visual connection to the wider countryside with views available south to the neighbouring agricultural land. A second area of open space could be located to the northern extent of the character area designed to include an area of wildflower grassland for amenity and biodiversity benefits. Within this second area materiality of paths would be informal and naturalistic.

Planting in general should relate well to the existing landscape features within the site. Existing boundary hedgerows and trees would be retained adjacent to the main park area and be extended further southeast along the site boundary where a proposed native hedgerow with specimen trees within could help with the rural relationship and form the gateway into the site off Bilsham Road.

6.0
CHARACTER AREAS

A selection of photos taken in and around Bilsham Road which sets the referencing for the visual cues of the site planning, place making and architectural detailing of the proposed development.

- Medium density
- 30-35 dwellings per hectare
- Grain to match Bisham Road area with continuity of setback and plot sizes *(images 1 - 6)*
- Buildings up to 2.5 storeys *(image 1)*
- Short terraces of buildings up to 3 units *(image 3)*
- Some apartment groups *(image 2)*
- Continuity of building and roof form with gable ends *(images 12)*
- Predominantly red brick *(images 7 and 8)*
- Potential for render on key buildings *(image 9)*
- A mix of red and brown roof tiles with potential for some limited grey tiles *(image 2)*
- Village Street attributes *(images 6 and 12)*
- Parking on plot and in shared surfaces *(images 2 and 11)*
- Visitor parking provided in dedicated bays off the carriageway *(image 12)*
- Low brick walls *(images 10)*
- Timber/ metal post and rail fencing *(image 2)*
- Hedge planting

6.0
CHARACTER AREAS

MATERIALS

Red Multi Brick

Plain Red Brick

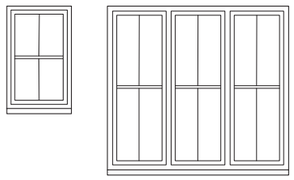
Tile hanging

Red roof tiles

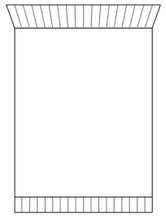
Brown roof tiles

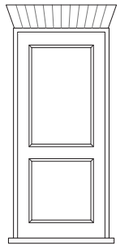
Grey roof tiles

5 9

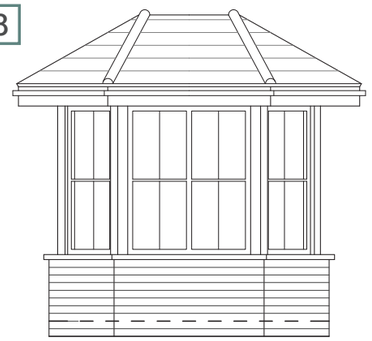

Window styles

7

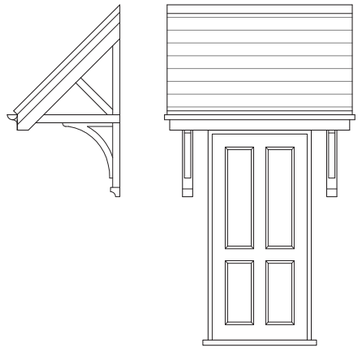

Window head & cill detail


Rear door

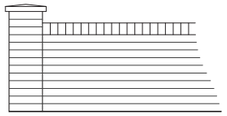
7 8

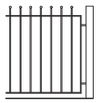

Canted bay window with splayed roof

7

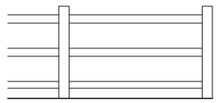

Front door type a / lean too porch

4 10 11

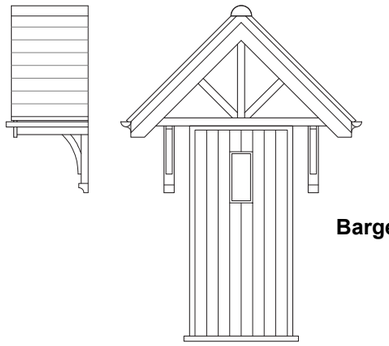

Brick front wall

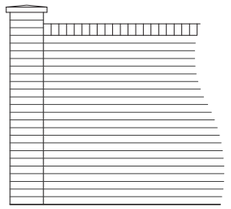

Ball top railings

Estate railings

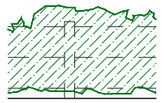

Post and rail fence

7

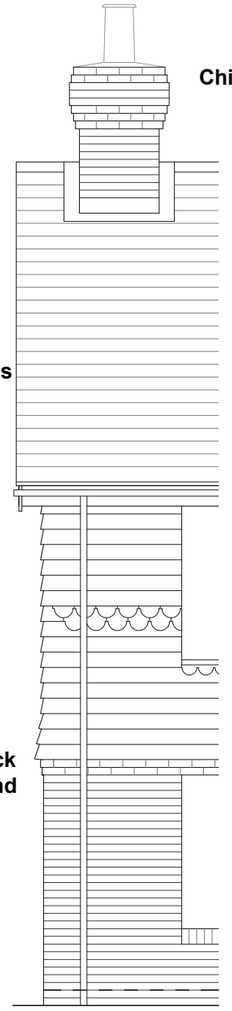

Front door type b / opening porch


Brick rear garden wall

6 11

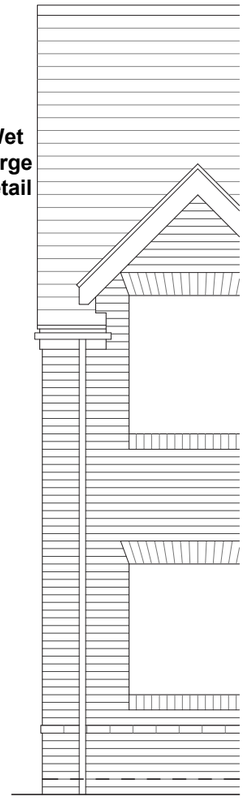

Hedge with post wire fence

1 4 6



Tile Hanging

1



Brick

CHARACTER AREA	BUILDING MATERIALS	ROOF MATERIALS	ROOF TYPES	DORMERS	BAYS	EAVES	CHIMNEYS	PORCHES / ENTRANCES	BOUNDARY MATERIALS	WINDOW STYLE
BILSHAM STREET	• Predominanly red / multi brick • Some tile hanging on upper floors	• Red tiles • Brown tiles • Some grey tiles	• Gable ends	• Pitched roof	• Canted bay windows • 1 and 2 storey bays	• Boxed eaves • White or black	• On key buildings • Brick	• Open projecting and lean to • Recessed entrances	• Walls • Metal railings • Hedgerows	• Top hung • Double glazing bars

Numbers relate to photo referencing

6.0
CHARACTER AREAS

6.3 DROVE PARK

The Drove Park character area is the largest area of the development. The key characteristics of which are as follows:

DESIGN CUES	URBAN FORM	BUILDINGS	PUBLIC REALM
Visible edge of Yapton Village Street attributes Existing Landscape formations Attractive cycle and pedestrian routes Distinctive identity through built forms	*Block structure:*	*Style:*	*Front garden boundaries*
	Perimeter Blocks with varied set-backs and building separation	Varied: Detached, semi-detached, terraced and apartment types	Varied: Hedges, walling to corner plots, estate railings and timber fences
	Density:	*Height:*	*Road surface:*
	Higher: 35-40 dph	Predominantly 2 storeys. Occassional 2.5 storeys	Varied: Tarmac carriageways, pavioured crossovers and private drives
	Parking:	*Materials & architectural detailing:*	*Footpaths:*
	Varied: Frontage, Side & rear courtyard. Limited garaging	Varied. Red brick, Painted brick occassional render boarding	Tarmac formal paths, hoggin informal paths

LANDSCAPE APPROACH

Drove Park lies at a convergence point of existing field boundaries formed by mature hedgerows and trees as an existing strong landscape feature. Predominantly retained, this feature could form a key part of the site character adjacent to the new park. Proposals should include native species within the landscape planting palette to help create a coherent scheme tied to the existing local landscape character.

Drove Park will include a generous children play space provision, designed as an integral part of the public open space. There will be a clear tree planting hierarchy with large scale street trees planted around the perimeters of the space, key feature trees in the middle and smaller ornamental trees in the area adjacent to private drives. Ornamental trees planted in groups could contribute to the local biodiversity and provide source of foraging and shelter to the local wildlife.

Indicative Drove Park plan

6.0
CHARACTER AREAS

A selection of photos taken around the village which sets the referencing for the visual cues of the site planning, place making and architectural detailing of the proposed development.

- Higher density
- 35-40 dwellings per hectare
- Tighter grain with perpendicular street structure *(images 1 - 6)*
- Buildings up to 2.5 storeys *(images 1, 5 and 6)*
- Terraces of buildings *(images 3 and 4)*
- Some apartment groups *(image 5)*
- Predominantly red brick *(images 4 and 8)*
- Potential for render on parts of buildings /storeys. Some fully rendered buildings
- White / coloured horizontal boarding *(image 7)*
- A mix of red and brown roof tiles with potential for some limited grey tiles *(images 9 and 11)*
- Village Street and Residential streets *(image 10)*
- Parking on plot and in shared surfaces (*images 2, 4 and 6)*
- Visitor parking provided in dedicated bays off the carriageway
- Open boundaries with private space demarked by material change / planting *(images 4, 6 and 11)*
- Low walls *(image 10)*
- Metal railings *(image 5)*

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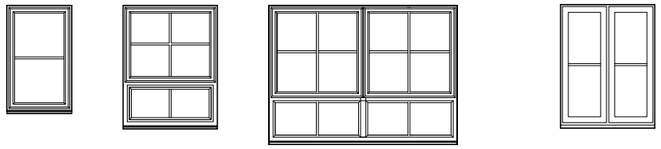
6.0

CHARACTER AREAS

WINDOW STYLES



MATERIALS

Red Multi Brick

Grey Roof Tiles Grey or Red Ridge Tiles

Plain Red Brick

Red Roof Tiles Grey or Red Ridge Tiles

Light Grey / White or painted Brick

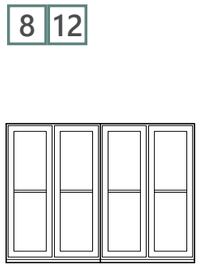
White boarding to selected plots

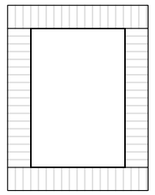
Grey / Blue Detail

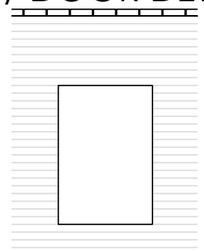
Natural colour boarding to selected plots

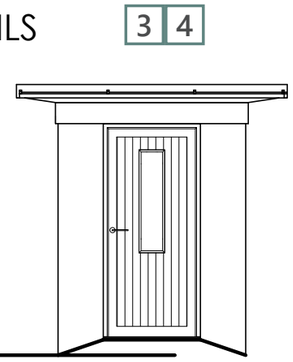
Brown Roof Tiles

WINDOW / DOOR DETAILS


8 12


Detail brick to windows


First Floor String course in detail brick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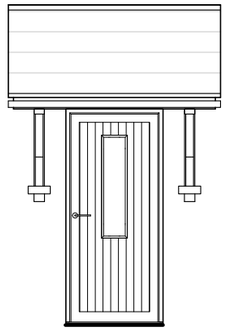
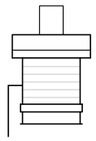
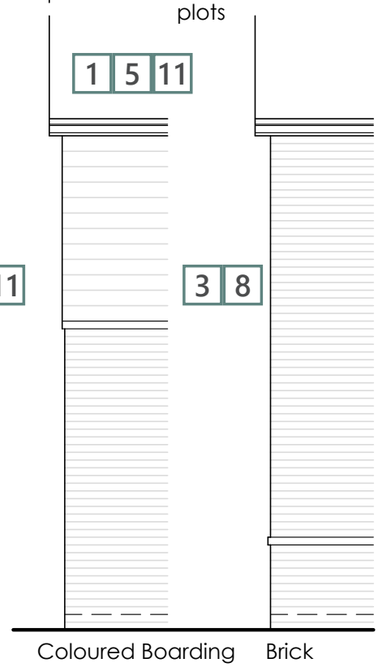

1 11 12

WALL DETAILS


1 11

Gabled Roofs and projections throughout. Chimneys to feature plots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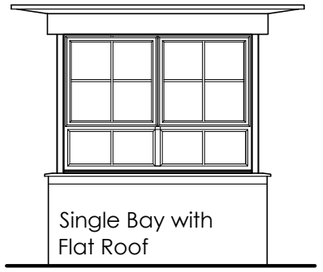
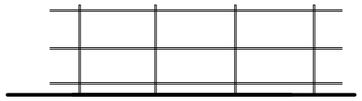
Coloured Boarding

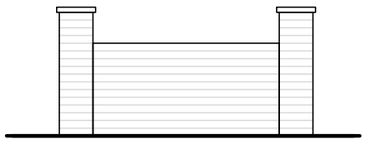
Brick

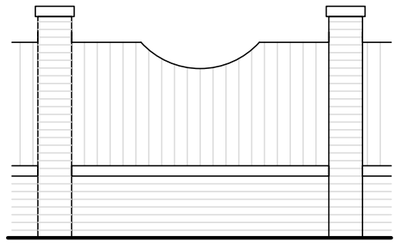
BAY WINDOW STYLE


Single Bay with Flat Roof

FRONTAGE BOUNDARY TREATMENT


Railings


Brick Wall


Brick Screen Wall

CHARACTER AREA	BUILDING MATERIALS	ROOF MATERIALS	ROOF TYPES	DORMERS	BAYS	EAVES	CHIMNEYS	PORCHES / ENTRANCES	BOUNDARY MATERIALS	WINDOW STYLE
DROVE PARK	• Predominanly red / multi brick • Some render on parts of buildings / storeys • Horizontal boarding (white / muted colours)	• Red tiles • Brown tiles • Some grey tiles	• Gable ends	• No	• Boxed bay windows • Single storey bays only	• White boxed eaves	• None	• Open projecting / flat roof	• Walls • Metal railings	• Top hung • Double glazing bars

Numbers relate to photo referencing

6.0
CHARACTER AREAS

6.4 LOVEY'S FIELD

This character area draws from the main heart of the village with an emphasis on well-spaced larger plots. The design and access statement sets the character for this area on a more traditional aesthetic with fenestration detailing and materiality responding to the strong landscape setting. The landscape character could be reinforced by the existing tree lines to the north with an emphasis on the rural aspect to the south.

DESIGN CUES	URBAN FORM	BUILDINGS	PUBLIC REALM
Visible edge to Yapton, Rural edge Lanes and Drives Green corridors Distinctive identity through built forms	*Block structure:*	*Style:*	*Front garden boundaries*
	Perimeter blocks varied frontages and spaced large plots	Predominately detached but some semi and short terrace	Varied depths with timber fencing and hedging
	Density:	*Height:*	*Road surface:*
	Low: 20-30 dph	2 Storeys	Varied: Tarmac carriageways, pavioured crossovers and private drives
	Parking:	*Materials & architectural detailing:*	*Footpaths:*
	Varied, side frontage	Predominately brick with tile hanging and flint on key buildings	Tarmac formal paths, hoggin informal paths

LANDSCAPE APPROACH

The Lovey's Field character area landscape should be strongly defined by the existing structural landscape features that form the field boundaries. These retained features could be supplemented with planting that echoes and compliments them, with strong use of native planting species also reflected within the street landscaping.

Planting within the open spaces to the southern edges could be of a variety of scales and frame any views available to the southern rural context.

A series of new paths for recreational use could link to the retained Public Rights of Way and the materiality of the paths could be informal and naturalistic.

Existing Public Rights of Way should be retained as formal path routes through the open spaces.

6.0
CHARACTER AREAS

A selection of photos taken in and around Yapton which sets the referencing for the visual cues of the site planning, place making and architectural detailing of the proposed development.

- Low density
- 20-30 dwellings per hectare
- Coarse grain of built form with larger gardens and spaces between buildings *(images 1 - 6)*
- Buildings up to 2 storeys *(images 1 - 6)*
- Predominantly detached buildings
- A limited number of semi detached and short terraces on inner parts of the area
- Predominantly red brick *(images 1*
- Potential for flint on key buildings *(image 7)*
- Potential for render on key buildings *(image 8)*
- A mix of red and brown roof tiles with potential for some limited grey tiles *(images 5 and 9)*
- Residential streets, Drives and Lanes
- Parking generally on plot *(images 1 and 11)*
- Visitor parking provided in dedicated bays off the carriageway or in widened areas in drives *(image 11)*
- Low brick walls *(image 11)*
- Timber/ metal post and rail fencing *(images 4 and 12)*
- Hedge planting *(image 12)*

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6.0
CHARACTER AREAS

MATERIALS

Red Multi Brick

Plain Red Brick

Tile hanging

Flint

Red roof tiles

Brown roof tiles

Grey roof tiles

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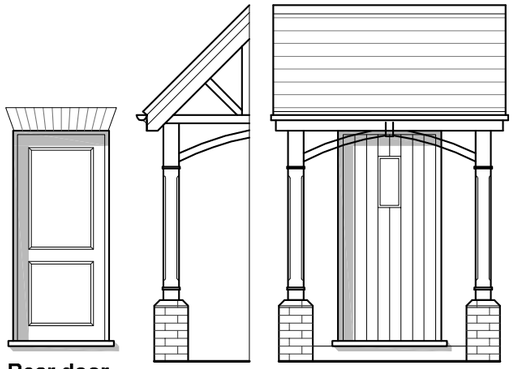
Rear door

Front door / lean too porch

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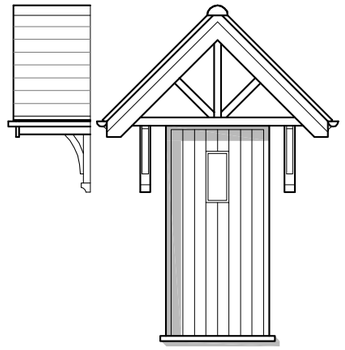
Front door / open porch

Front door / feature open porch

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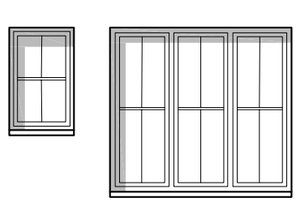
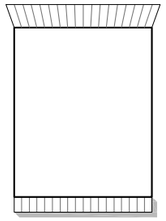
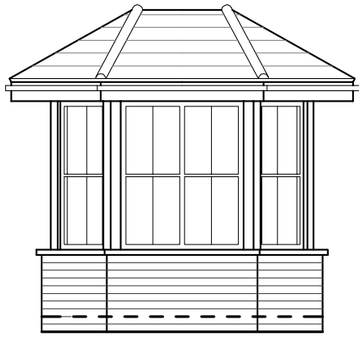

Window styles


Window head & cill detail



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Canted bay window with splayed roof

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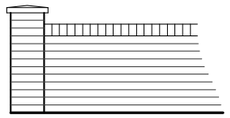
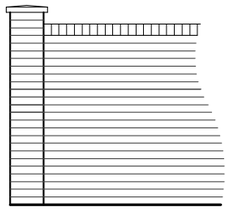
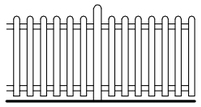
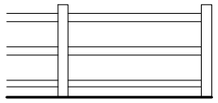

Brick front wall

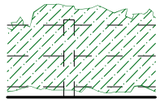

Brick rear garden wall

5


Timber picket fence

4


Post and rail fence


Hedge with post wire fence

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Hip roofs

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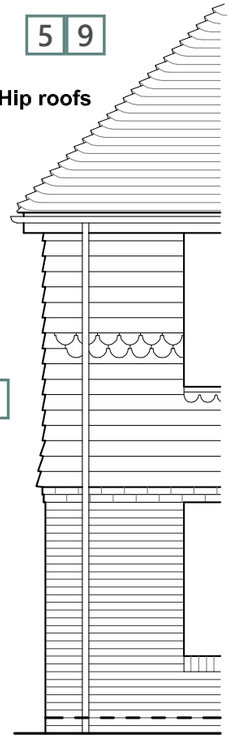
Tile Hanging

Full bargeboards and barn hips

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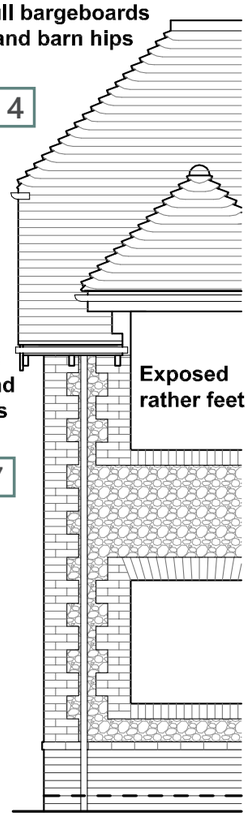
Wet verge detail

Dropped eaves with gablets and hipped dormers

Brick

Exposed rather feet

7


Brick quoin and flint

CHARACTER AREA	BUILDING MATERIALS	ROOF MATERIALS	ROOF TYPES	DORMERS	BAYS	EAVES	CHIMNEYS	PORCHES / ENTRANCES	BOUNDARY MATERIALS	WINDOW STYLE
LOVEYS FIELD	• Predominanly red / multi brick • Some tile hanging on upper floors • Flint dressing on some buildings	• Red tiles • Brown tiles • Some grey tiles	• Gable ends • Full hips • Barn hips	• Pitched roof • Hipped dormers	• Canted bay windows • Single storey bays only	• Predominantly open eaves • Some boxed eaves	• None	• Open projecting • Recessed entrances	• Timber fencing • Hedgerows	• Casement • Multiple glazing bars

Numbers relate to photo referencing

6.0
CHARACTER AREAS

6.5 DROVE FIELD

Drove Field could be distinguished by its architectural vocabulary and use of materials which follow the patterns found in the agricultural buildings which were used in association with the farms in the local area. These include both the barns, outbuildings and farmhouses.

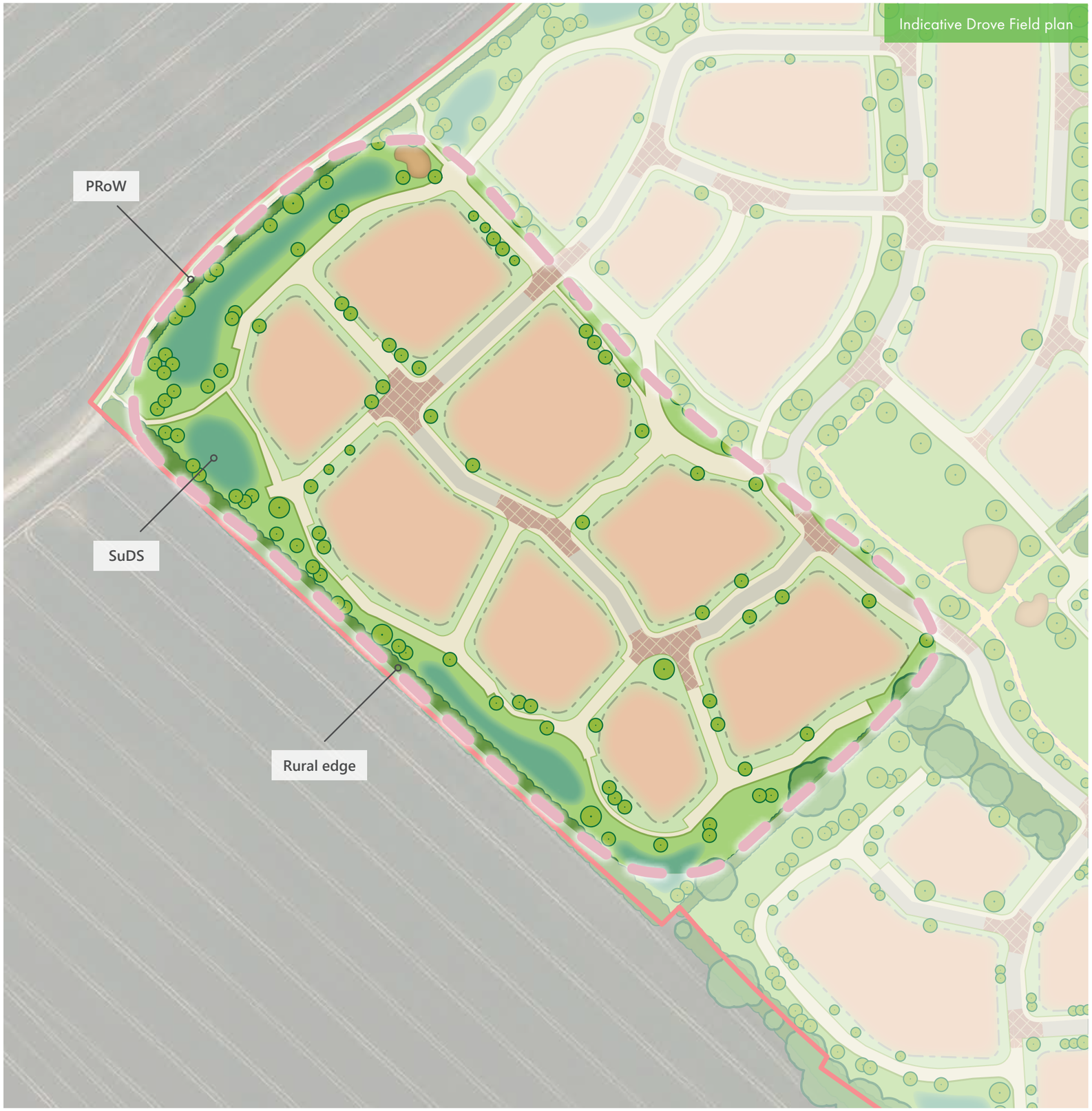
This character area could comprise:

DESIGN CUES	URBAN FORM	BUILDINGS	PUBLIC REALM
Visible edge of Yapton Rural inner street and lanes Farm building edges with long countryside views Verdant streets	*Block structure:*	*Style:*	*Front garden boundaries*
	Perimeter Blocks with varied set-backs and building separation	Varied: Detached, semi-detached, terraced types	Varied: Hedges, walling to corner plots, estate railings and timber fences
	Density:	*Height:*	*Road surface:*
	Low: 20-30 dph	2 Storeys	Varied: Tarmac carriageways, pavioured crossovers and private drives
	Parking:	*Materials & architectural detailing:*	*Footpaths:*
	Varied: Frontage, Side & rear courtyard. Limited garaging	Varied. Multi brick, occassional light & dark Boarding Occasional Flint	Tarmac formal paths, hoggin informal paths

LANDSCAPE APPROACH

To the west of Drove Road residential area could be an area of open space that could include attenuation basins designed to form a wetland park. Species would be predominantly native with mix of large feature trees and groups of smaller trees and structural landscaping.

Within the built areas a variety of planting species could be used to help define the individual street typologies with a core palette used to define a distinct identity for the Drove Field character area. Existing Public Rights of Way would be retained as formal path routes through the open spaces.



6.0
CHARACTER AREAS

A selection of photos taken in and around Main Road / Yapton / North End Road which sets the referencing for the visual cues of the site planning, place making and architectural detailing of the proposed development.

- Low density
- 20-30 dwellings per hectare
- Coarse grain of built form with larger gardens and spaces between buildings *(images 1 - 6)*
- Buildings up to 2 storeys *(images 1 - 3)*
- Predominantly detached buildings
- A limited number of semi detached and short terraces on inner parts of the area
- Predominantly red brick *(image 8)*
- Black/ natural timber horizontal boarding *(image 7)*
- A mix of red and brown roof tiles with potential for some limited grey tiles *(images 8 and 9)*
- Residential streets, Drives and Lanes *(images 4 and 5)*
- Parking generally on plot or in courtayrds *(images 2)*
- Visitor parking provided in dedicated bays off the carriageway or in widened areas in drives
- Timber fencing *(image 10)*
- Low walls *(images 2 and 11)*
- Hedgerows *(images 1 and 12)*

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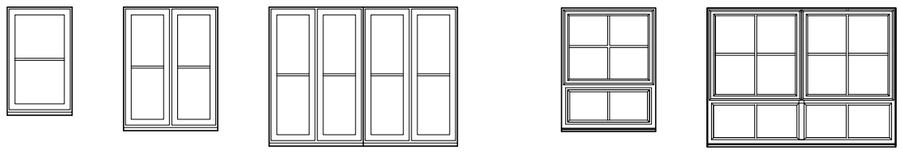
6.0
CHARACTER AREAS

WINDOW STYLES



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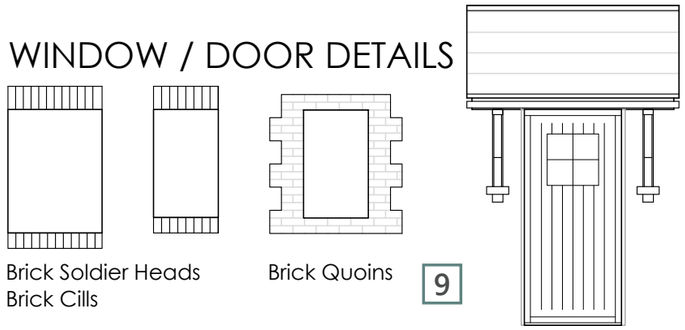
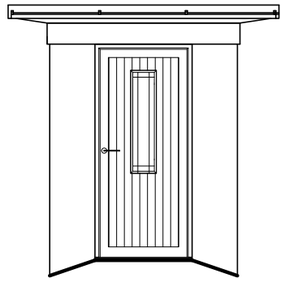
WINDOW / DOOR DETAILS

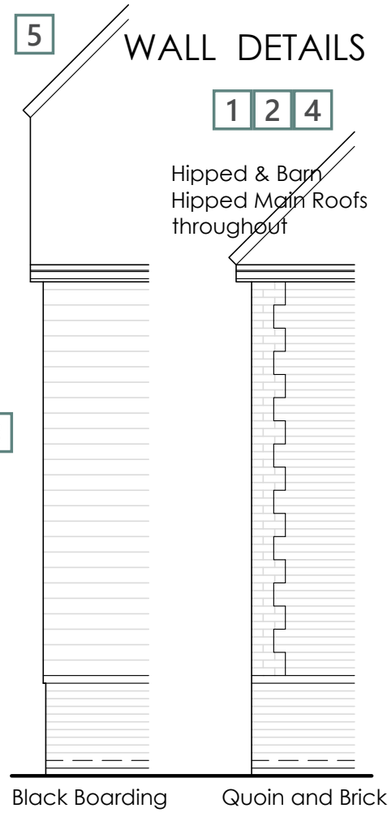


1 Brick Soldier Heads
Brick Cills

Brick Quoins 9



WALL DETAILS



5

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Hipped & Barn
Hipped Main Roofs
throughout

7 8

Black Boarding

Quoin and Brick

MATERIALS

Red Multi Brick

Grey Roof Tiles
Grey or Red Ridge Tiles

Plain Red Brick

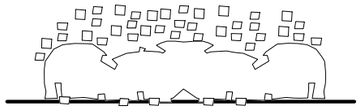
Red Roof Tiles
Grey or Red Ridge Tiles

Natural colour boarding to selected plots

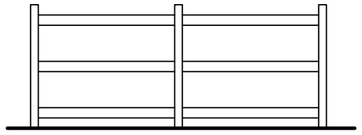
Black boarding to selected plots

Brown Roof Tiles

FRONTAGE BOUNDARY TREATMENT



Hedgerows



Post and Rail fence

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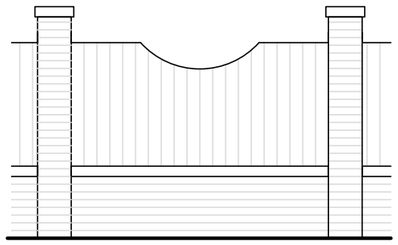

Brick Screen Wall

CHARACTER AREA	BUILDING MATERIALS	ROOF MATERIALS	ROOF TYPES	DORMERS	BAYS	EAVES	CHIMNEYS	PORCHES / ENTRANCES	BOUNDARY MATERIALS	WINDOW STYLE
DROVE FIELD	• Red / multi brick • Horizontal boarding (black)	• Red tiles • Brown tiles • Some grey tiles	• Gable ends • Full hips	• No	• No bays	• Black boxed eaves, some white boxed eaves	• None	• Open projecting / hipped	• Timber fencing • Hedgerows	• Casement • Single glazing bars

Numbers relate to photo referencing

6.0
CHARACTER AREAS

6.6 CANAL GREEN

This character area would be a distinct and sympathetic edge to the development area. It is devised to ensure that the northern Gateway into the development and the edge of the Conservation Area, can read as a continuation of the character of the Conservation Area. It is not intended that buildings will replicate that of the Conservation Area, but instead, reflect the uniqueness of the buildings in this area.

DESIGN CUES	URBAN FORM	BUILDINGS	PUBLIC REALM
Visible edge of conservation area Varied built forms and detailing Verdant boundaries	*Block structure:*	*Style:*	*Front garden boundaries*
	Perimeter Blocks with larger set-backs. Varied building separation	Varied: Detached, semi-detached, terraced types	Varied: Hedges, flint walling to corner plots, estate railings
	Density:	*Height:*	*Road surface:*
	Medium: 30 dph	2 Storeys	Varied: Tarmac carriageways, pavioured crossovers and private drives
	Parking:	*Materials & architectural detailing:*	*Footpaths:*
	Varied: Frontage, Side & rear courtyard. Limited garaging	Varied. Red brick, Flint and quoining to many plots	Tarmac formal paths, hoggin informal paths

LANDSCAPE APPROACH

The Canal Green could be more informal in character and 'softer' in appearance compared to main streets.

In keeping with the more informal character of these streets, the frontages to the private gardens could be formed by a combination of hedges, brick walls and post and rail fencing. Some plot frontages could include ornamental planting includes species such as *Hebe* "Mette", *Euonymus fortunei* "Emerald Gaiety", topiary box to doorstep, Cistus spp. and similar small-scale planting.

6.0
CHARACTER AREAS

A selection of photos taken in and around Main Road / Yapton Road which sets the referencing for the visual cues of the site planning, place making and architectural detailing of the proposed development.

- Medium density
- 30 dwellings per hectare
- Urban grain to be mixed with variety in plot and building sizes and layout *(images 1 - 6)*
- Buildings up to 2 storeys *(images 1 - 5)*
- Variety of building typologies with buildings appearing to be detached single properties rather than terraces or pairs *(images 1 - 5)*
- Predominantly red brick *(image 7)*
- Larger areas of flint dressing or some fully rendered key buildings *(image 8)*
- A mix of red and brown roof tiles with potential for some limited grey tiles *(image 8)*
- Village Street, Drives and Lanes *(images 10 and 12)*
- Parking generally on plot or in courtayrds *(image 11)*
- Visitor parking provided in dedicated bays off the carriageway or in widened areas in drives
- Low brick walls with some flint insets *(image 11)*
- Timber/ metal post and rail fencing *(image 12)*
- Hedge planting *(image 2)*

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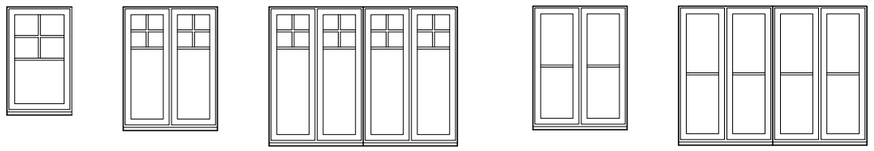
12

6.0
CHARACTER AREAS

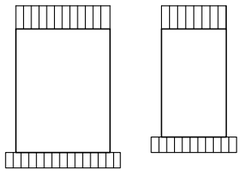
WINDOW STYLES



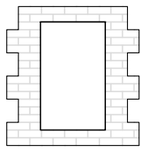
8 7

WINDOW / DOOR DETAILS

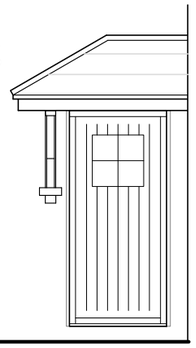
3 5 7 3



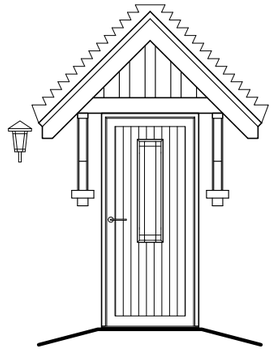
Soldier Heads
Brick Cills



Brick Quoins



1 2



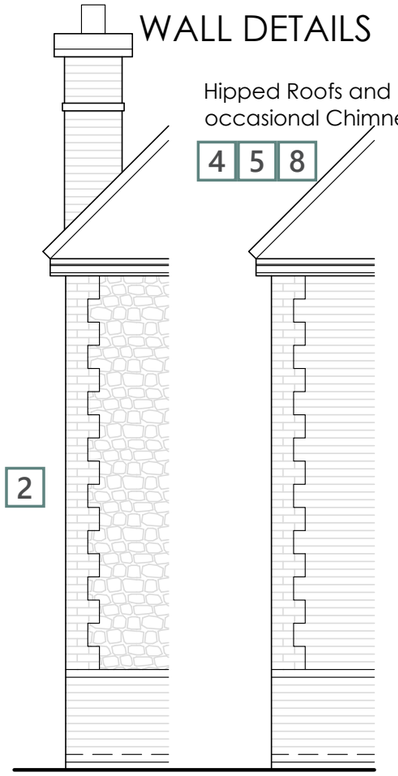
4 5 6 8

WALL DETAILS

Hipped Roofs and occasional Chimneys

4 5 8

2



Quoin & Flint

Quoin & Brick

MATERIALS

Red Multi Brick

Grey Roof Tiles
Grey or Red Ridge Tiles

Plain Red Brick

Red Roof Tiles
Grey or Red Ridge Tiles

Brown Roof Tiles

Flint

BAY WINDOW STYLE

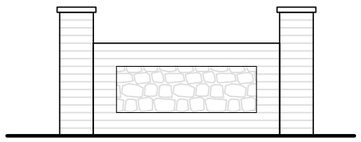
9

Canted Bay with Splayed Roof

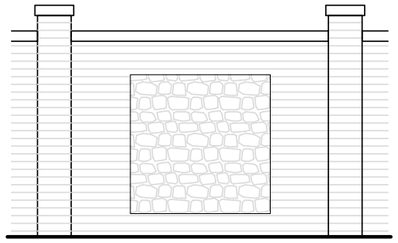
FRONTAGE BOUNDARY TREATMENT

5 11

Hedgerows / Landscape



Brick Wall / Flint Panel



Brick Screen Wall / Flint Panel

8 10

CHARACTER AREA	BUILDING MATERIALS	ROOF MATERIALS	ROOF TYPES	DORMERS	BAYS	EAVES	CHIMNEYS	PORCHES / ENTRANCES	BOUNDARY MATERIALS	WINDOW STYLE
CANAL GREEN	• Predominanly red / multi brick • Flint dressing on key buildings	• Red tiles • Brown tiles • Some grey tiles	• Gable ends • Full hips	• No	• Canted bay windows • Single storey bays only	• Boxed eaves • White or black in colour	• On some buildings	• Open projecting / hipped	• Brick Walls (with some flint insets) • Hedgerows • Metal railings	• Casement • Multiple glazing bars

Numbers relate to photo referencing

7.0
MANAGEMENT AND MAINTENANCE STRATEGY

7.1 STRATEGY

The streets and lighting should be designed and constructed to West Sussex County Council's standards then adopted and managed by the counties highways department.

Open amenity spaces of sufficient size should be offered to the county council for ongoing ownership and management.

The maintenance of any remaining landscape assets, play areas, street trees and functional SuDS areas could become the responsibility of a management company or the Parish Council, possibly funded by a mandatory service charge to estate residents.

MANAGEMENT AND MAINTENANCE STRATEGY AND SUSTAINABILITY AND EFFICIENCY GUIDELINES.

The quality of green infrastructure and open space is dependent on its long-term management and maintenance.

The initial design of green infrastructure would consider future maintenance by incorporating simple design, robust and durable materials and appropriate plant species. Once implemented, management practices and regimes could be orientated to a high quality specification appropriate to the type of open space that is being maintained. All practices would be designed to maximise biodiversity and protection of species and habitats. Community engagement in long-term planning and management practices would be actively encouraged.

A landscape and ecological management plan setting out long term management objectives, responsibilities and maintenance operations would be prepared to secure the sustainability of all green infrastructure, including ecological mitigation and enhancement areas in perpetuity.

8.0
CONCLUSION

This Design Code Masterplan is submitted to discharge Condition 6 of Y/91/17/OUT and Y/92/17/OUT.

The Design Code Masterplan sets out the principles for SD7 to ensure a consistent approach across the entire site, while also ensuring high quality design.

The approved outline planning applications for both sites set out the design principles that should be built on as part of this Design Code Masterplan. Careful consideration has been had to National Design Guides ten principles and the justification provided as part of Condition 6 namely:

- **Character areas**
- **Street hierarchy**
- **Building typologies**
- **Key buildings**
- **The approach to car parking**
- **Structural planting**
- **Street furniture**
- **Lighting and treatment of the public realm**

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