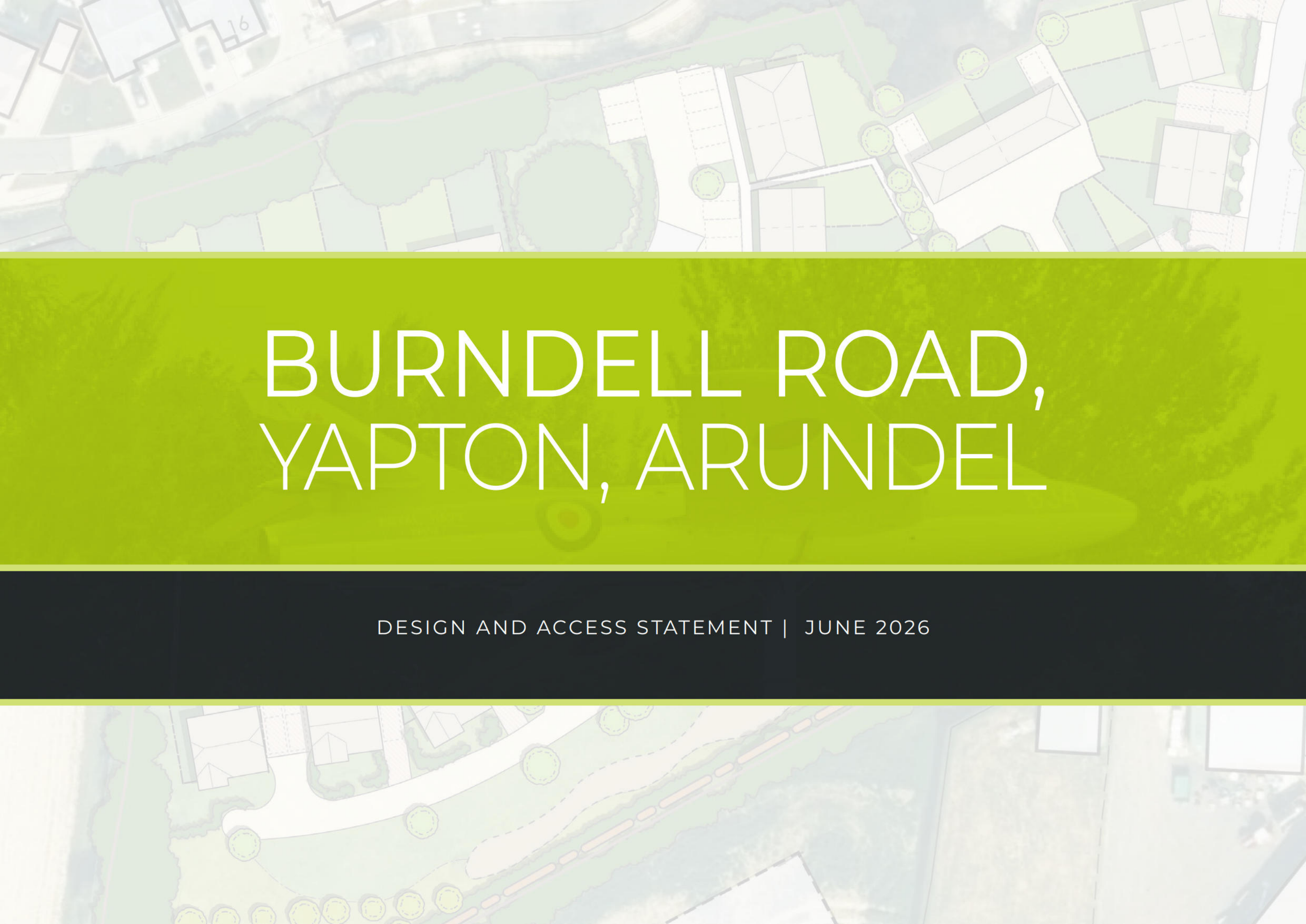


The background of the entire page is an aerial photograph of a residential area. Overlaid on this are various architectural and planning elements. In the top left, a house is labeled with the number '16'. A network of dashed lines indicates property boundaries and possibly proposed road layouts. Several green circular shapes are scattered across the map, likely representing trees or landscaping. A prominent green horizontal band runs across the middle of the page, containing the main title. Below this band is a solid black horizontal band containing the subtitle. The bottom of the page shows more architectural details, including what appears to be a proposed path or road with orange dashed lines.

BURNDELL ROAD, YAPTON, ARUNDEL

DESIGN AND ACCESS STATEMENT | JUNE 2026

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Summary

EDGE240620 Design and Access Document, Burndell Road, Yapton			
Document Status	Revision	Issue Date	Author
Preliminary	P1	15/05/26	IW/BC
Preliminary	P2	08/06/26	IW/BC
Planning	A	11/06/26	IW/BC
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INTRODUCTION

ABOUT THIS DOCUMENT

This Design and Access Statement (DAS) has been produced on behalf of Salt Earth Ltd and is one of a suite of documents that have been submitted in support of an outline planning application for:

“Outline planning application with all matters reserved (except for access) for the development of 40 residential dwellings (C3 use), with vehicular access from Burndell Road (B2233). Provision of associated public open area, alongside landscaping, drainage infrastructure and associated works.”

The application site is situated to the south of Northwood House and will make use of the existing access off of Burndell Road.

DESIGN TEAM INCLUDES

- Salt Earth Ltd – Applicant
- Stephen Jupp – Planning
- Thrive Architects – Architecture & Urban Design
- Bright Plan – Highways
- Ecosupport – Ecology
- BP Civils – Drainage
- Alderwood Consulting – Trees
- Phlorum – Noise





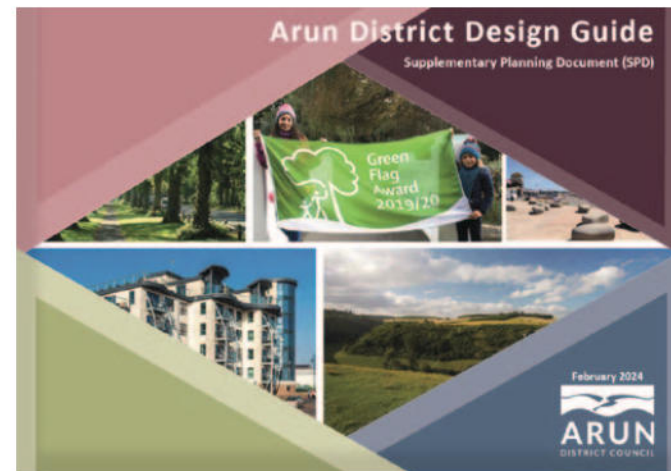
▲ OVERALL SITE LOCATION PLAN

PLANNING BACKGROUND

The site sits within the administrative area of Arun District Council. At the time of writing, the relevant planning policy includes the National Planning Policy Framework (NPPF, 2024); the Adopted Arun Local Plan (2011-2031); and the Ford Neighbourhood Plan 2, made on 19 March 2025. The relevant policies are as follows:

The most relevant development policies in the Local Plan (C SP1 and SD SP2) have reduced weight as Arun cannot demonstrate an adequate supply of housing land (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 presumption in favour of sustainable development, meaning permission can be granted unless adverse impacts significantly outweigh the benefits, effectively tilting the balance towards development and overriding Local Plan policies.

The site is not covered by any national, local or other landscape designations.



The proposed residential development within Ford Parish sits outside of the Built-Up Area Boundary as defined by Policy SD SP2 of the Arun Local Plan and Policy BUA1 of the Ford Neighbourhood Development Plan. Where development is sited outside of the built-up area boundary, development is generally resisted.

Policy SP1 of the Ford NP2 states that development proposals for a minimum of 1,545 new dwellings will be supported within the built up area boundary. This figure relates to 1,500 units at Ford Airfield and 45 on land in Burndell Road which were allocated under Ford NP1 and have since been built out. This site lies immediately to the north of the application site.

Policy D DM1 of the ALP requires that the Council seeks to make the best possible use of land by reflecting or improving on the character of the site and the surrounding area. It is necessary that development demonstrates a high standard of architectural principles, use of building materials and hard and soft landscaping to reflect the local area. New housing should make efficient use of land while providing a mix of dwelling types and maintaining character and local distinctiveness. Higher densities will be more appropriate in the most accessible locations. The policy requires that the scale of development is kept within the general confines of the overall character of a locality.

NP2 Policy H1 relates to the 'Quality of Housing' and seeks to ensure that they are of high quality and designed sympathetically to the local design style.

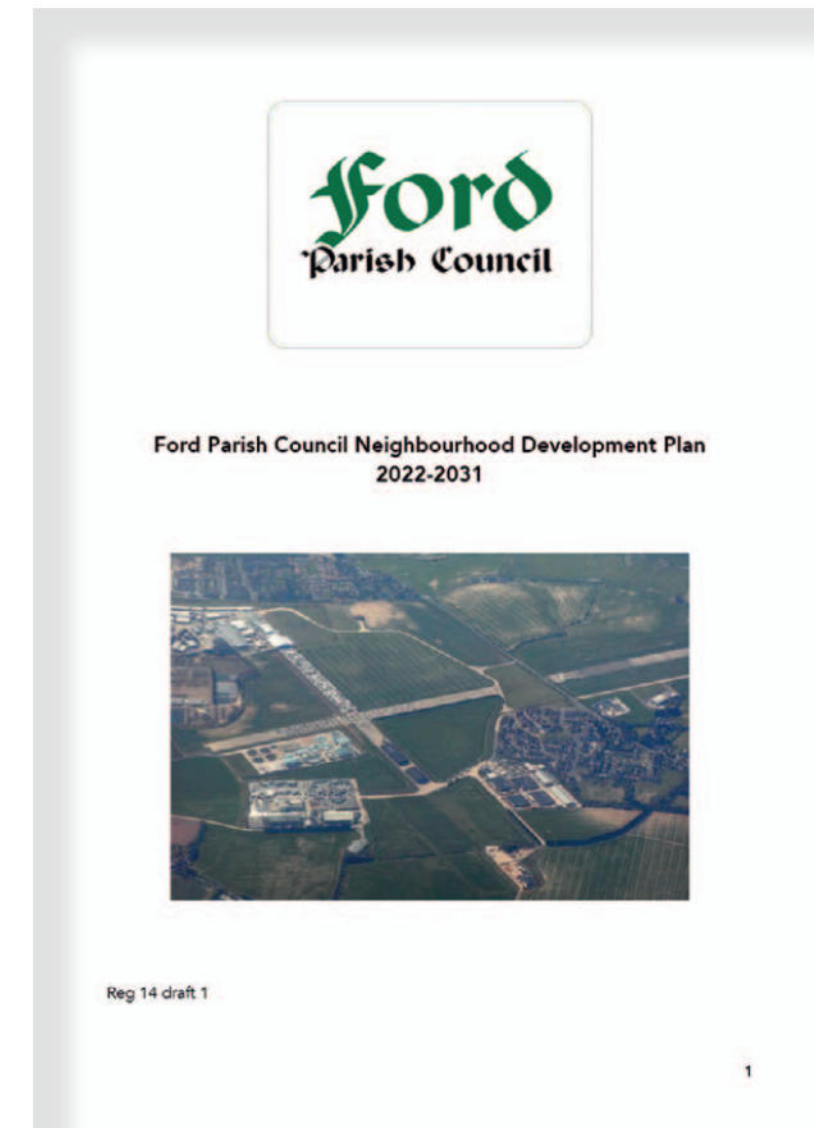
ALP policy D DM1 requires there be minimal impact to users and occupiers of nearby property and land. Policy QE SP1 requires development to contribute

positively to the quality of the environment and ensure development does not have a significantly negative impact on residential amenity.

Policies W2 and W10 of the West Sussex Waste Local Plan (2014) and policies WM DM1 and QE SP1 of the ALP set out a general presumption against any development which may harm or prejudice the operation of existing/allocated waste facilities and seek to ensure the amenity of new development is safeguarded from incompatible land uses.

ALP Policy QE DM1 states that to safeguard the continued use of existing industrial and commercial uses and to protect amenity, noise sensitive developments should not normally be permitted where high levels of noise will continue throughout the night, especially during the hours when people are normally sleeping and there is a likelihood of complaints about noise from industrial development. Policy EE3 of the NP2 sets out the need for new development to ensure no conflict with existing uses and appropriate mitigation to minimise potential effects identified to future occupants.

ALP policy W DM3 states all developments must identify opportunities to incorporate a range of Sustainable Urban Drainage Systems (SuDS) as appropriate to the size of development. FNDP2 policy EH4 requires that wherever practicable, development proposals should reduce the overall level of flood risk.



HISTORIC BACKGROUND

Burdell and Ford are small villages on the edge of the larger village of Yapton. This area was historically used for agriculture and as a result, was sparsely populated prior to the 20th century.

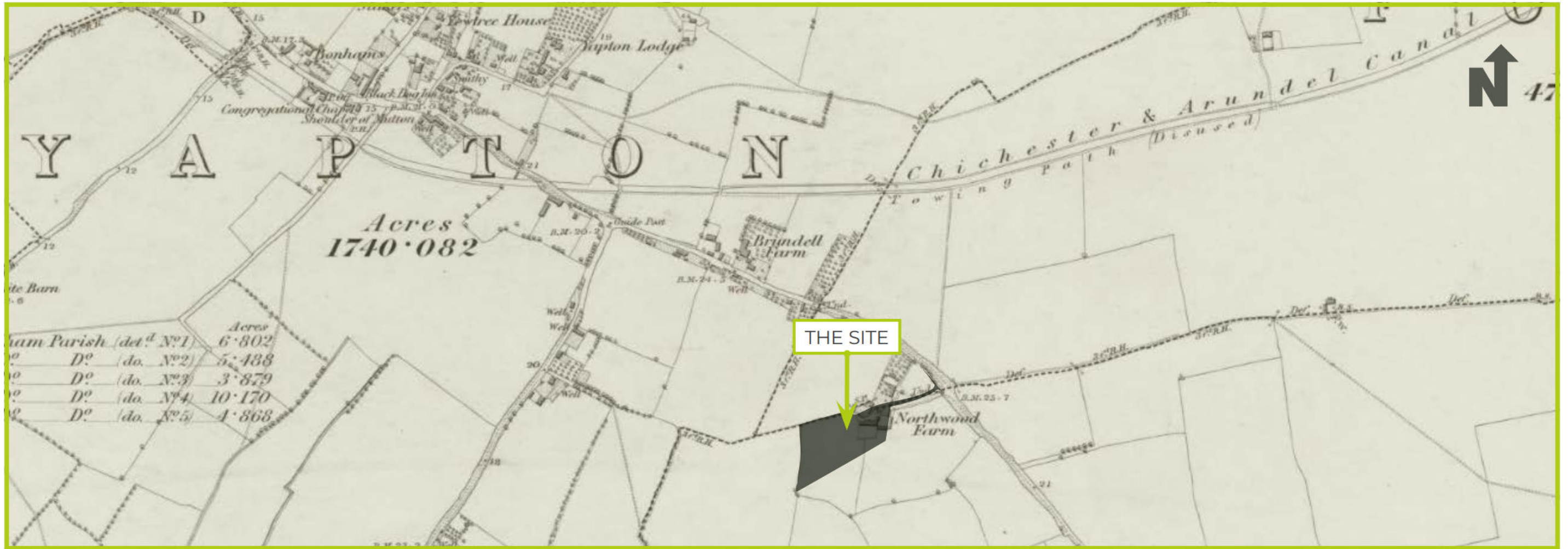
These villages have been closely linked through the years with important transport connections including the Portsmouth and Arundal Canal, completed in 1823, which linked the River Arun to Portsmouth via Chichester Harbour. The London, Brighton and South Coast Railway (LB&SCR) was also constructed through this area from the mid 1840's and Ford Airfield, now disused, was constructed in 1917 for both World Wars and remained operational until 1980.

The site itself is situated on land which was formerly thought to be part of Northwood Farm. A substantial part of Northwood Farm land was given up to allow the Ford Airfield to be developed during the first World War.

Northwood House is located immediately North of the application site and original parts of it are believed to date back to the 1750's when it was the farmhouse. The two dwellings within the site 'Paynters Croft' and 'Meadow Cottage' were thought to have been created through the conversion of existing farm buildings associated with the farmhouse which existed in that location.



▲ FIG 1. RAF PEREGRINE MONUMENT - PHOTO COPYRIGHT N CHADWICK AND LICENSED FOR REUSE CC-BY-SA/2.0



▲ FIG 2. (TOP) MAP DATED 1875. CC-BY (NLS) REPRODUCED WITH THE PERMISSION OF THE NATIONAL LIBRARY OF SCOTLAND

▲ FIG 3. (BOTTOM) MAP DATED 1973. CC-BY (NLS) REPRODUCED WITH THE PERMISSION OF THE NATIONAL LIBRARY OF SCOTLAND

HERITAGE AND CONSERVATION

There are many notable listed buildings in the area and close to the site.

1

The Parish Church of St Mary is Grade I listed and dates back to the 12th century. The external walls are mainly constructed of Sussex flint with some rendering. The tower has red brick buttresses which were a later addition to counteract subsidence. The nave has lean-to roofs with the later addition of dormer windows. The bell tower and other element have steep roof pitches finished with clay tiles. It has a flint and timber porch entrance feature.

2

19 Burndell Road is a Grade II listed cottage which was originally constructed in the 18th century. The external walls are mainly constructed of flint with brick quoins and eaves modillion. It has a hipped thatch roof. The external walls are now painted white and the dwelling has undergone substantial refurbishment in recent years including the addition or modern metal dormers to the rear.

3

Hobbs Farmhouse is a Grade II listed dwelling constructed in the 18th century. The external walls are finished in a white painted stucco with a clay tiled and traditional timber sash windows. It has a modern gabled timber porch.

4

Ferndale Cottage on Burndell Road is not listed but is a good 19th century example of flint and brick dwelling with brick quoins, timber sash windows and a slate roof.

5

The Parish Church of St Andrew's is Grade I listed and thought to have been constructed in 14th century. The external walls are constructed mainly of flint walls with stone quoins and dressings. It features a white timber weather-boarded bell-turret and steeply pitched roofs in clay tile. It also has a dutch gable entrance porch which was added later in 1637.

6

The Cottage, Climping Street is a Grade II listed cottage constructed in 1812. The external walls are mainly constructed of flint with brick quoins and eaves modillion which are now painted white. It has a steep clay tile roof.

7

Atherington House, Ford Place, Southdown House, the Lodge is a large, now subdivided, dwelling thought to have been originally constructed in the 18th century. The external walls are mainly constructed of red brick with some knapped flint at lower level. It is a generously proportioned property with more modern dormers within a clay tile and bonnet hip tile roof. The eaves projection is carried by heavy brackets.



1



1B



4



5



CHARACTER STUDY YAPTON

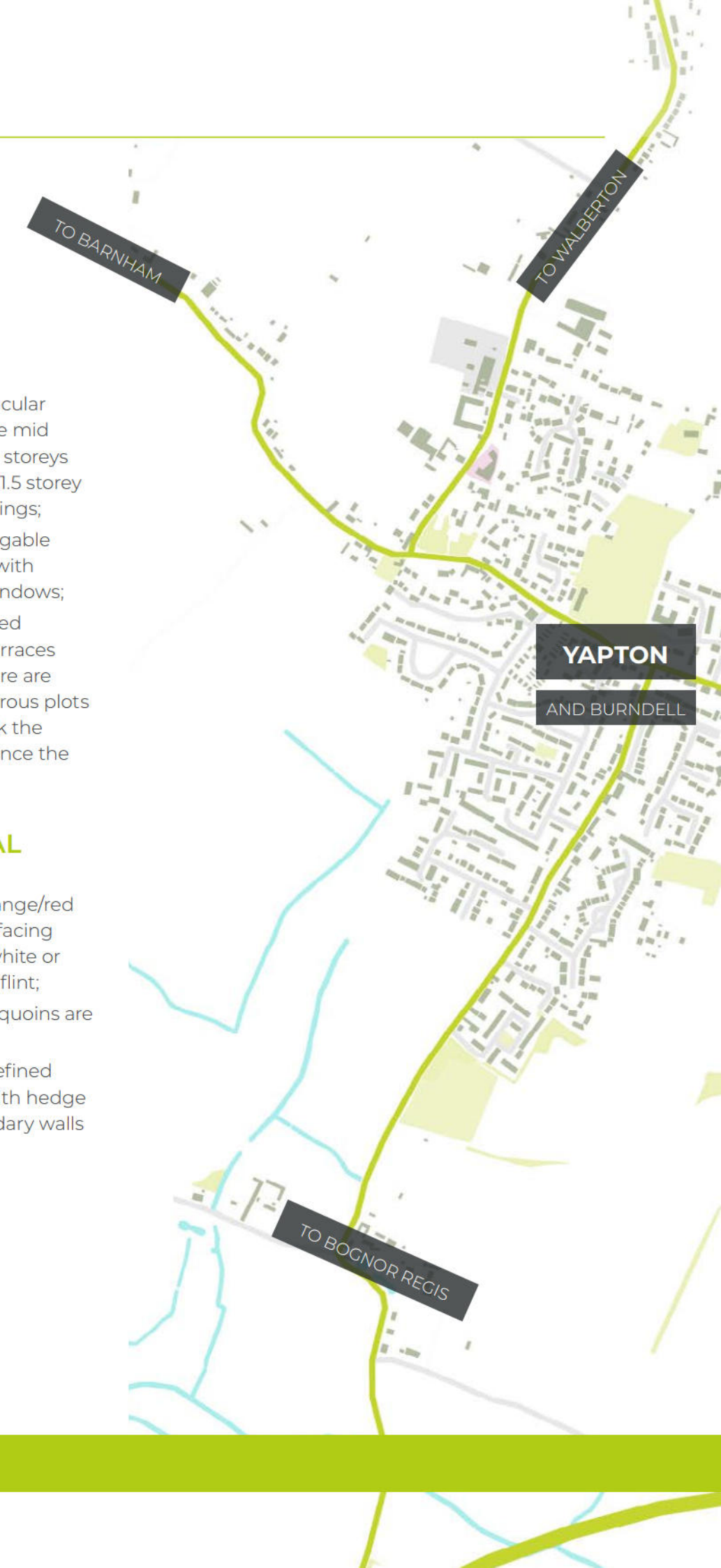


SCALE & MASSING

- > Most of the traditional domestic vernacular buildings around Yapton date from the mid 20th century and are predominantly 2 storeys in height with some single storey and 1.5 storey chalet bungalows and 2.5 storey dwellings;
- > Most houses sit parallel to the road or gable facing, presenting a varied roofscape with occasional features such as dormer windows;
- > Dwellings are a mix of modest detached houses, semi-detached houses and terraces adding diversity to the built form. There are some larger dwellings set within generous plots in the rural edges. Together they mark the continued growth of the settlement since the early 20th century to today.

BUILDING STYLE & MATERIAL

- > The village predominantly features orange/red and red/brown brick. Other common facing materials are white/off-white render, white or black weatherboarding and brick and flint;
- > Brick detailing, brick arches and brick quoins are also common features;
- > Property front boundaries are often defined with low brick walls or timber fence with hedge planting behind. Brick and flint boundary walls are also common.





ROOFSCAPE

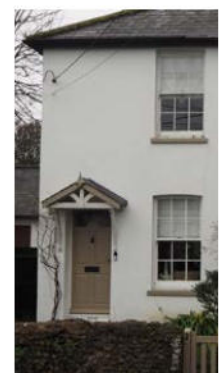
- > Roof coverings are predominately of brown/ grey concrete or plain clay tile with a few slate covered dwellings;
- > Roof pitches tend to be medium at around 35 degrees with some shallow roof pitches present on some dwellings, particularly those less than 2 storey;
- > Dwellings with lower eaves than full 2 storey are commonplace offering variation in roofscape with hipped, half-hip, gable and flat-roof dormer features;
- > Roofscapes are predominantly gable or half-hipped forms;
- > Verges and eaves tend to be simply detailed with white painted plain timber fascias, soffits and bargeboards. There are occasional examples of natural timber or black stained timber;
- > Rainwater goods are either black or white and typically constructed of UPVC;
- > Chimneys, a prominent and distinctive feature of the roofs of older properties, were traditionally constructed in brick, generally located at the ridge; though occasionally they may occupy a position further down a roof slope.

WINDOWS

- > Casement windows are the most common traditional window type, found mainly in vernacular houses of this age although sash windows are also common;
- > The glazing is usually in large panes and occasionally divided up by glazing bars, to create smaller panes;
- > Lintels are often not expressed or feature a simple soldier course or brick arch detailing;
- > Cills are also simple and typically of timber, brick, stone or tile;
- > Dormer windows are a distinctive and visually prominent window type, lighting rooms in roofs and giving character and variety to the roofscapes of vernacular houses. They are typically of gabled form, but occasionally have half-hip or fully hipped roofs.

DOORS

- > The traditional material for doors, whether external or internal, is timber. Door types vary in their design, depending on the age, status and type of property;
- > Vernacular houses dating from the early 20th century would generally be unglazed or have small glazing panels in the upper half of the door;
- > Entrance porches and canopies are a common feature. They can often be storm porches integrated with the lowered eaves line forming an overhang. They are also a mix of an enclosed single storey projection or timber framed canopy above the doorway.



▲ FIG 10 - 15 EXAMPLES OF ROOFS, WINDOWS & DOORS

SITE AND SURROUNDINGS

The site is situated to the south west of Northwood House and includes the removal of two existing dwellings, Paynters Croft and Meadow Cottage. The site will be accessed via the existing access from Yapton Road (B2233). This existing access is to be improved to ensure vehicular and pedestrian safety is improved.

LOCAL FACILITIES

The site is situated approximately 800 metres south east of Yapton village centre, offering convenient and walkable access to a wide range of local amenities. These include a convenience store with post office, a pharmacy, fish & chip shop, all located on the south side of Burndell Road. Directly opposite and on the north side of Burndell Road is Burndell Recreation Ground, Yapton

and Ford Village Hall and a day nursery that are all located within 1 kilometre of the site, providing essential day-to-day services.

The recreation ground featuring a children's play area and skate park are accessible via a connecting footpath. This green space provides important opportunities for informal recreation and supports the health and wellbeing of the community.

St Mary's Church is located approximately 1,000 metres away in the village and serves as a key historic landmark.

Yapton CE Primary School lies approximately 1,200 metres away and is easily accessible via Burndell Road, offering a key educational facility for local families.

Public transport is available in close proximity to the site, with the nearest bus stops located within 200 metres of the access onto Yapton Road with additional stops further east and

west provide access to regular services, including routes 500 and 700, linking Yapton with surrounding towns such as Littlehampton, Bognor Regis and Chichester.

Overall, the site is well situated within both the settlement and the broader landscape, benefiting from strong connectivity, an established network of amenities and a unique local heritage that supports a strong sense of place.

There has been substantial growth in and around Yapton in recent years, some of which in close proximity to this site. A development off Barley Lane (also known as Yapton View) comprised 108 new homes and was completed in 2022 by Bovis Homes and a few years prior to this in 2020 the development off Abbots Field (formerly Northwood View), 42 homes were built by Crayfern Homes. The Abbots Field development is to the north adjoining the application site.



- KEY**
- Site Boundary
 - ISO Distances
 - Restaurants & Cafes
 - Shops
 - Farms
 - Churches
 - Bus Stops
 - Community Halls
 - Train Station
 - Post Office
 - Industrial Estates
 - Schools & Nurseries
 - Bus Route
 - Public Footpaths



▲ FIG 16 - 21 PHOTOS OF ABBOTS FIELD DEVELOPMENT



SITE VIEWS



- KEY
- Site boundary
 - ➡ Vehicular & pedestrian access
 - ↖ Photo View Points





CONSTRAINTS AND OPPORTUNITIES

THE CONSTRAINTS INCLUDE:

- > Access to the site via existing access from Yapton Road (B2233), currently serving existing dwelling Paynters Croft and Meadow Cottage
- > Existing detached dwelling Northwood House to the North.
- > Existing waste and recycling centre to the South
- > Potential noise source from waste & recycling centre
- > Existing trees and hedges around the site perimeter to be preserved and protected
- > Rural setting with open countryside beyond
- > Potential views from existing properties to the west

THE OPPORTUNITIES INCLUDE:

- > Existing access to be utilised
- > Existing trees and hedges around the site perimeter can be retained
- > Opportunity to maximise the use of the land with removal of large single storey dwellings
- > Opportunity to create a high-quality residential development that reflects the historic character of the area
- > Potential to provide significant biodiversity enhancement
- > Opportunity to create pedestrian links to Yapton Road and the wider village
- > Opportunity to improve vehicular access to Yapton Road
- > Opportunity to make better use of the open area to the south
- > Opportunity to provide much needed family homes

KEY

-  Site boundary
-  Vehicular & pedestrian access
-  Existing hedges
-  Existing trees & dense boundary hedgerows
-  Existing buildings & structures to be removed
-  Noise source from waste & recycling centre
-  Reduced noise source adjacent to new building
-  Existing grassed areas & allotments
-  Existing driveway & hardstanding areas
-  Noise source
-  Indicative Root Protection Area



SKETCH SITE LAYOUT

OCTOBER 2024 PRE-APPLICATION RESPONSE:

A pre-application enquiry was submitted to Arun District Council in October 2024 for 26 dwellings on a smaller site area due to the retention of the two existing dwellings. It was recognised that the site is in a highly sustainable location and due to the 5 year housing land supply shortfall, the presumption in favour of sustainable development is triggered.

A noise assessment was submitted which included proposals for an acoustic bund and fence along the southern boundary to mitigate for noise emanating from adjoining land uses. The proposal located 8 of the new dwellings backing on to this boundary with their private rear gardens.

The pre-app states “The significantly high boundary treatment, to make the development acceptable in terms of surrounding land uses will negatively impact the level of sunlight entering the private amenity space (especially during winter months) and may have a negative impact on the rear rooms of the dwellings. The resultant impact has an overbearing effect on the properties to the southern half of the development.”

Other than the above it was commented that no harm to landscape character was found, the density of development was considered appropriate and the layout of dwellings, open space and parking was considered acceptable.

MAY 2025 PRE-APPLICATION RESPONSE:

A pre-application enquiry was submitted to Arun District Council in May 2025 for 40 dwellings on this site, which included the demolition of the two existing dwellings. It refers to the previous pre-app and the requirement for M4(2) M4(3) dwellings on the site.

On the matter of Principle of Development it is commented that, due to the 5 YHLS shortfall there is a presumption in favour of sustainable development. However, conflicts with other policies may be significant and demonstrable but given the context, harm does not tip the balance and the principle of development is established.

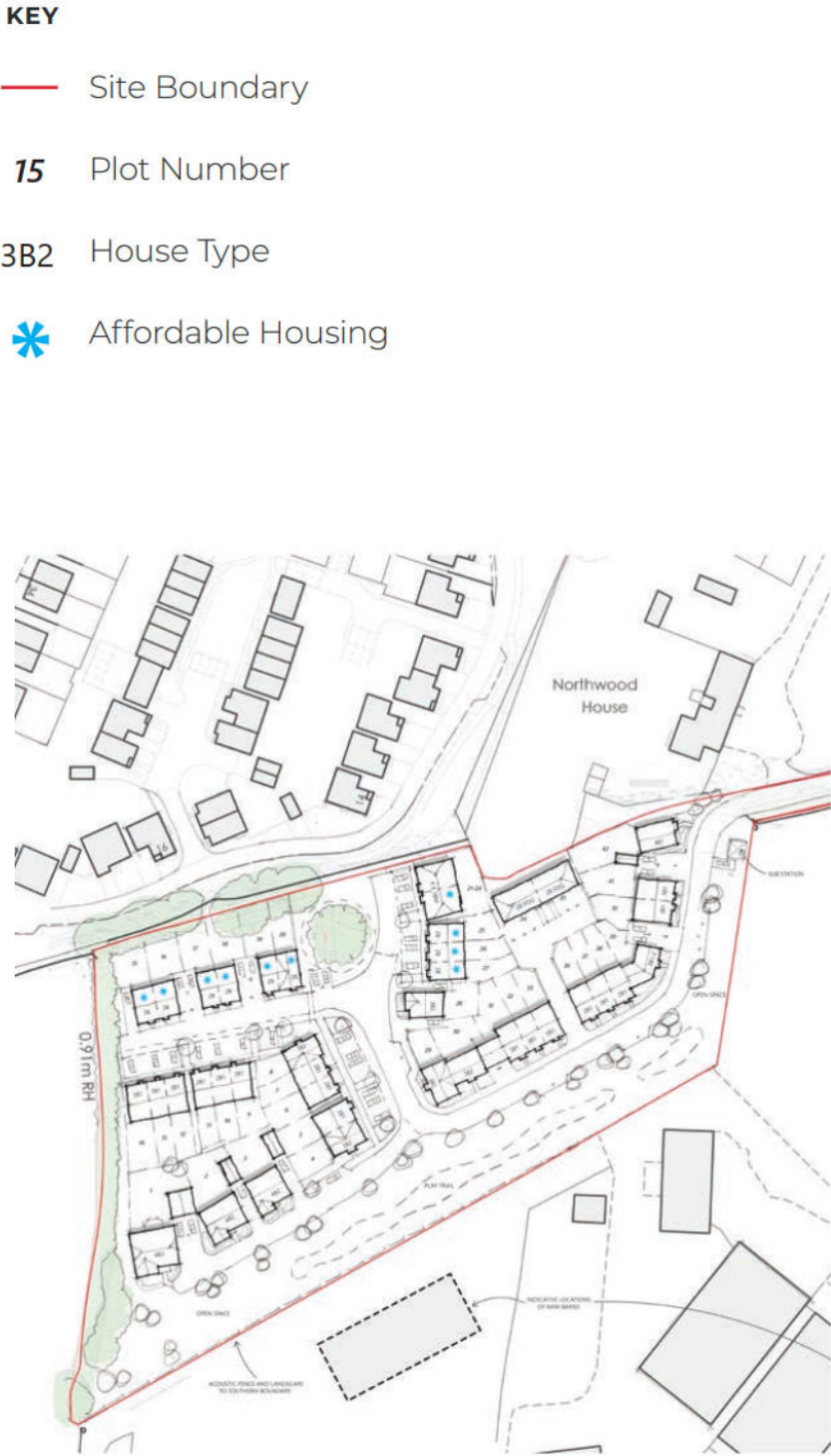
A notable revision to this scheme is that the open space is located along the southern boundary which therefore also acts as a buffer. Screening to the outer edge of the bund in this location was also thought to significantly improve the visual appearance for the acoustic fence and aid with its integration into the setting of the landscape.

On the issue of noise it states: “The Local Planning Authority is now satisfied that this residential proposal would not be detrimental to the ongoing operations of neighbouring businesses.”

In conclusion the pre-app states: “From the details submitted it would appear that the principle of development is established and in most other respects the proposal is policy compliant. There are various minor outstanding design issues, such as landscaping/trees and parking/pedestrian access arrangements. It would be expected these could be overcome via further design revisions, data collection or condition.”



▲ FIG 22 OCTOBER 2024 PROPOSED LAYOUT



▲ FIG 23 MAY 2025 PROPOSED LAYOUT



ILLUSTRATIVE MASTERPLAN

OVERVIEW

The scheme has evolved through a process of consideration of the aforementioned constraints and opportunities.

The settlement structure and architectural form of the village, along with the surrounding landscape has been carefully considered to ensure that the design takes inspiration from the character of the wider village and surrounding context.

Traditional building forms that reflect the architectural history and materials within the area will be promoted along with the relationships of building forms to each other and open spaces.

The enclosed nature of the Site provides a secure Public Open Space to the south. Building heights will be limited to two storey with potential for some roof eaves and ridge heights to be dropped further to reflect the local vernacular and creating variety to the roofscape. The development blocks are designed to create a permeable street pattern facilitating ease of movement. The blocks themselves are slightly irregular with buildings positioned to address the street but with some setbacks and plot rotations. This pattern of developments is evident in the village and provides the best method for creating a clear distinction between the public and private realm, whilst reflecting the established built form morphology and character.

QUANTUM

The design provides 40 dwellings, divided between the provision of 28 private units and 12 affordable units.

The private homes are all 2 storey buildings offering a range of 2, 3, 4 and 5 bedroom semi-detached and detached properties.

The affordable homes are all 2 storey buildings offering a range of 1, 2, 3 and 4 bedroom semi-detached, terraced and maisonette properties.

Parking will be allocated at 1 space per 1 bedroom maisonette, 2 spaces per 2 and 3 bedroom dwellings and 3 spaces for each 4 and 5 bedroom dwellings.

ACCESS

The site access is the existing access onto Yapton Road. The existing access is to be upgraded and widened including the provision of a new footpath connection. The layout encourages pedestrian and cycle routes through the Site.

LANDSCAPING & AMENITY

The landscape design strategy will seek to respond sympathetically to the Site's location and develop the landscape-led approach which is based on retaining existing features of the Site and

developing these features to enhance habitats for wildlife species and further complement the proposed residential development.

There is a significant buffer on the southern edge of the development where open space is provided. An orchard area and meadow planting is also proposed to enhance existing landscape features and habitats and provide a biodiversity corridor which may contribute to biodiversity net gain. The informal open space could include a species rich meadow with indigenous hedgerows and tree planting with pedestrian access running through it.

The use of hard landscape surface materials and fencing would be appropriate to the context and the local built vernacular. Boundary treatments may take the form of timber close boarded fences to the rear of properties, often softened with proposed landscaping. A mix of low timber fence, walls and planting will define defensible spaces to the property frontages.

KEY

Site Boundary

15

Plot Number

3B2

House Type

*

Affordable Housing

Bund with Acoustic Fence

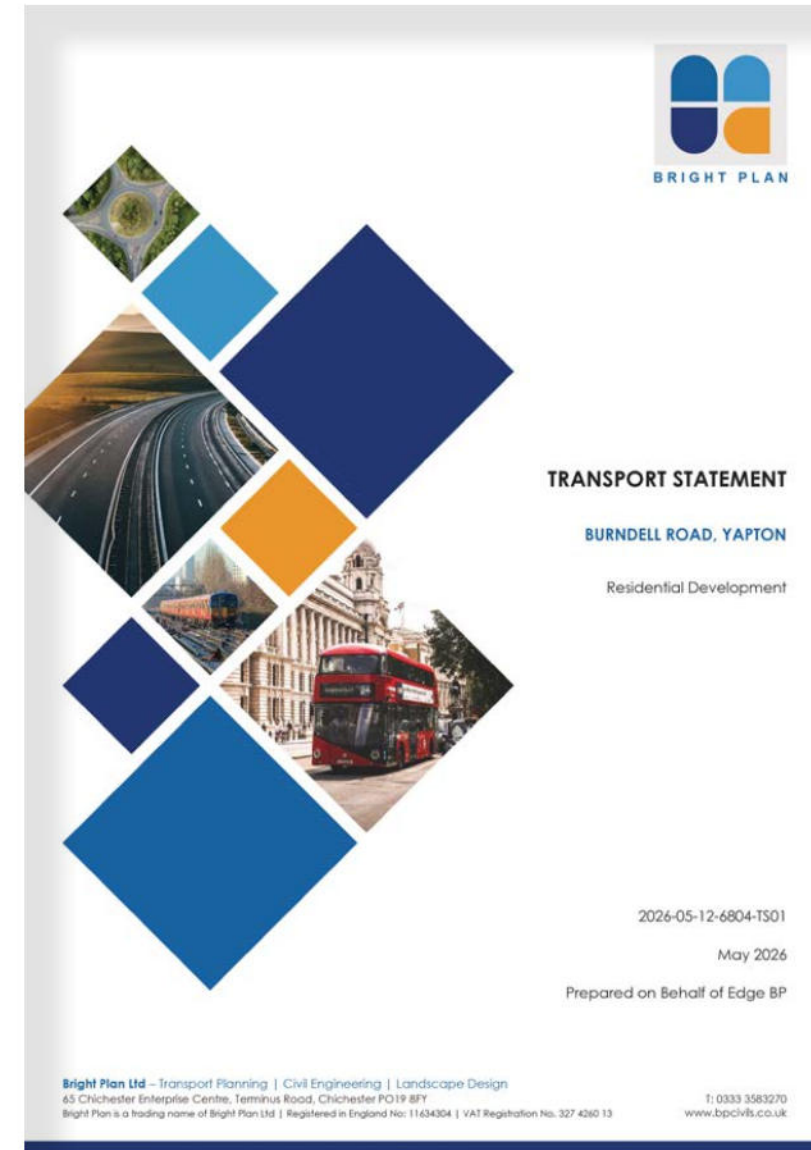


CONSULTANT REPORTS

TRANSPORT

A Transport Statement has been prepared by Bright Plan Ltd and in summary it concludes that:

- > The site is accessibly located within walking distance of local services and amenities within Yapton and bus stops in the immediate vicinity of the site provide frequent services. Barnham Station is within a cyclable distance of the site.
- > A major strategic development (Planning Ref: F/4/20) known as 'The Landings' has been permitted c.200m to the south of the proposed development. The development would improve the services and amenities available within the local area.
- > The PIA assessment does not identify any pattern highway safety concerns that would be exacerbated by the prospective development.
- > The prospective access would take the form of a priority T-junction arrangement, flanked by a footway on its southern side.
- > A vehicle swept path analysis has been undertaken demonstrating the negotiation of the access by cars, service vehicles and emergency vehicles.
- > The prospective vehicle access provides visibility splays in accordance with MfS guidance for the 85th percentile design speeds.
- > A new 1.5m footway connecting the site to the 'Rollaston Park' bus stop to the southeast of the site would be provided.
- > The site estate road would have a 4.8m width enabling two-way movements between cars and allowing a car and refuse freighter to pass along the estate road.
- > Bin carry distances between properties and refuse collectors will be within the maximum thresholds set out in the MfS.
- > Pedestrian access will be served via footways flanking the site's vehicle access tying in with the existing local footway network to Yapton and The Landings site.
- > Car and cycle parking will be provided in accordance with Arun District Council's 'Parking Standards Supplementary Planning Document' (January 2020).
- > A vehicle trip assessment has been undertaken using TRICS, suggesting that the development would generate 23 trips in the AM peak hour and 22 trips in the PM peak hour.
- > The daily vehicle trips resulting from the prospective development would have a negligible impact upon the local road network in terms of highway capacity and safety.



FLOOD RISK & DRAINAGE

A Flood Risk Assessment & Drainage Strategy has been prepared by BP Civils and in summary it concludes that:

The proposed development will involve the construction of up to 40 No. dwellings as demonstrated by the development proposals contained within Appendix A. By way of overall conclusion this development is feasible and acceptable in flood risk and drainage terms, subject to necessary planning conditions that will secure the detailed design at the appropriate reserved matters stage. 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.

It is therefore concluded that the proposed development complies with ADC, EA and NPPF policies and guidance.

In terms of Flood Risk:

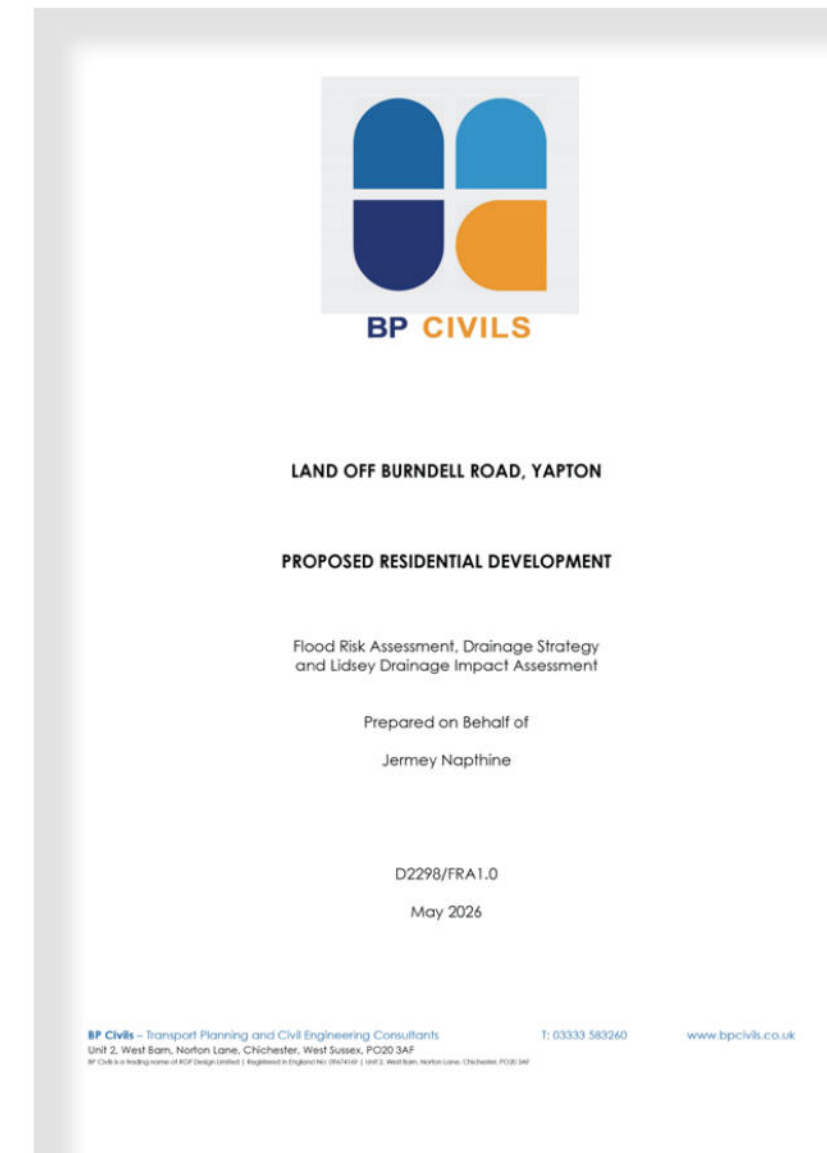
- > The proposed development is located in Flood Zone 1 (Low Risk) for current day and for future climate change considerations.
- > The site is largely identified as being at 'Low-Medium' risk of surface water flooding.
- > The completion of the development will not increase flood risk on or off the site.

IN TERMS OF SURFACE WATER DRAINAGE:

- > The site currently drains naturally and is not served by formal surface water drainage infrastructure. The site topographic survey identifies levels in the range of 6.200m AOD and 7.600m AOD. The site is flat with no significant prevailing falls. Within the wider vicinity of the site, surface water drains to the ordinary watercourse network, discharging to the watercourse at Hill Lane.
- > Intrusive site investigation has confirmed clay becoming very silty/fine sand with gravel. Chalk was also exposed at approx. 4.0mbgl. Made ground was present in 1 No. borehole at a depth of 1.5mbgl.
- > Groundwater monitoring has also been conducted over 2 No. winters spanning the winter of 2024/25. Peak groundwater levels were recorded at depths less than 450mm/660mm below ground level.
- > Infiltration is not viable owing to the presence of shallow groundwater. Surface water will instead be attenuated on site before discharging to the ordinary watercourse along the west boundary.
- > The surface water drainage system has been designed to accommodate a 1 in 100 year storm event, inclusive of allowances for both climate change and urban creep. Attenuation will be provided in the form of three cellular storage tanks and permeable paving. Run-off leaving the site will be restricted to a maximum rate of 1.50 l/s.

IN TERMS OF FOUL WATER DRAINAGE:

- > The development will take advantage of the public sewer network and existing sewerage infrastructure adjacent to the site.
- > Foul water from the proposed development will drain to Southern Water's public foul water sewer network via the existing manhole (7701) on Burndell Road.
- > Subject to final design, gravity sewers will serve the site draining to the existing foul sewer network via a pumping station.



CONSULTANT REPORTS

ECOLOGY

Ecosupport Ltd were commissioned to conduct a full suite of ecological surveys in order to assess the potential ecological impacts of the proposals. Therefore, survey work was conducted on site in 2020 and updated in 2024 and 2025. An updated walkover in June 2025 identified the habitats on site to largely consist of vegetated gardens, traditional orchard woodland and individual trees. A mixture of native and non-native hedgerows as well as lines of trees exist around the boundaries of the site.

The site design will provide enhancement of habitats with the retention of boundary hedgerows and trees maintaining commuting routes and habitat for bats, birds and badgers. An area of open space will be retained as a reptile receptor, with the current vegetated garden lawn enhanced into a new orchard to compensate for the habitat being lost. Sensitive lighting will be proposed to ensure no impact upon nocturnal species occur. Precautionary working methods will also be followed during construction to ensure no open excavations result in entrapment of mammals and that no disturbance to breeding birds occur during the season (March-August).

In order to enhance the site for biodiversity, ecological features such as integrated bat bricks, swift bricks and hedgehog highways will be proposed alongside planting of native species to increase opportunities for wildlife. This will ensure the proposals bring benefits for wildlife whilst also creating natural greenspace available to the new residents.

An Ecological Impact Assessment & BNG Assessment have been prepared by Ecosupport Ltd. In summary it concludes that:

An Ecological Impact Assessment was undertaken of the site known as 'Burndell Road, Yapton' in relation to the proposed development with new dwellings, access and areas of landscaping. The site has been identified as having a confirmed presence of foraging and commuting bats of regional value, confirmed low populations of Slow Worms (*Anguis fragilis*) and confirmed nesting swallows. Potential for foraging and commuting badgers and roosting bats has also been identified. Dark buffers will be maintained around the boundaries of the site along with utilising a reptile receptor. Further emergence surveys are also recommended. Precautionary measures have also been recommended to reduce any impacts along with a number of enhancements to increase the ecological opportunities on site post-development.

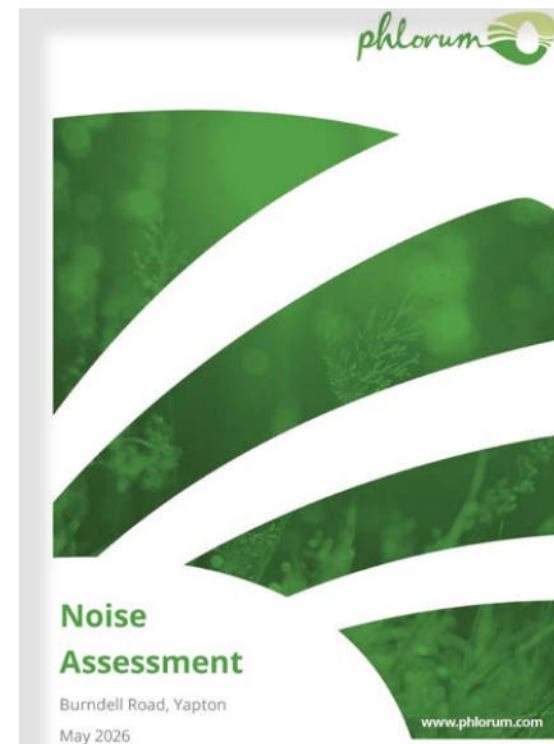
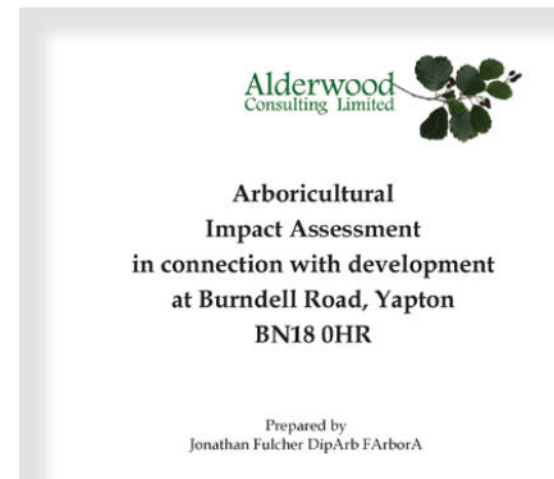
A Biodiversity Net Gain Assessment was carried out by Ecosupport Ltd at 'Burndell Road' in Yapton with regards to the proposal to develop a number of new residential dwellings with associated access and landscaping. This concluded that there is a net loss of -15.83% in habitats (or -0.85 habitat units) and a net gain of 54.66% in hedgerows (or 1.73 hedgerow units) and the trading rules are not satisfied. Therefore, further Biodiversity Net Gain mitigation is required to satisfy the trading rules. The manner in which the habitats should be managed is detailed within this report, which includes how frequently and at what time of year this should be carried out.



TREE SURVEY

An Arboricultural Impact Assessment has been prepared by Alderwood Consulting Ltd and in summary it concludes that:

This layout retains the significant trees on and adjacent to the site, with scope for proper provisions for their protection during development, and their subsequent management, where they lie within the site. If adequate precautions to protect the retained trees are implemented as recommended in this report and as may reasonably be required by consent conditions, the overall impact of the proposal on local amenity will be low and limited to the short term only. The proposals also take proper account of potential pressures for pruning and felling post-occupancy. Where formal tree protection measures apply, the Council could properly refuse consent for inappropriate works and could expect to be supported in such decisions at appeal. These submissions demonstrate that it is reasonably practicable to develop in accordance with the proposals for the submitted scheme without significant harm to retained trees. Any additional information required for reassurance can reasonably be required by way of conditions attached to the planning permission. There are therefore no supportable or reasonable grounds for refusing permission in terms of trees.



NOISE

A Noise Assessment has been prepared by Phlorum and in summary it concludes that:

- > The assessment has included the existing Materials Recovery Facility and also the proposed additional Materials Recovery Facility, Concrete Batching Plant and Flexible Generator Plant.
- > Noise levels at the site have been established through a combination of noise monitoring (both attended and unattended) and noise modelling, using the noise information contained in the noise assessments undertaken for each proposed industrial development.
- > The industrial noise sources that may affect the site will only operate during the daytime. The noise monitoring results show that night-time noise levels are low and the internal noise limits specified in BS 8233 will be achievable most of the time, even with windows open. Night-time noise levels are therefore not considered further in this assessment.
- > The assessment of industrial noise impacts has been undertaken in accordance with both BS 4142 and BS 8233.
- > The assessment has concluded that it will generally be possible to meet the internal daytime noise limit specified in BS 8233, even with windows open.
- > The BS 4142 assessment has concluded that during the daytime hours, when the noise impacts are highest, the Rating Level is 3.8 dB above the background sound level. BS 4142 states that a difference of around +5dB

is likely to be an indication of an adverse impact, depending on context. In addition, it is acknowledged that the assessment is based on fairly short-term source measurements for the existing MRF, although this is because so little noise was generated by the facilities.

- > The second aim of the NPSE refers to the situation where the impact lies somewhere between LOAEL and SOAEL. It requires that all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life while also taking into account the guiding principles of sustainable development (paragraph 1.8). This does not mean that such adverse effects cannot occur.
- > The provision of the 2.5m high barrier on a 1m bund is considered to represent "all reasonable steps". A further 6dB of headroom is available for future intensification of the industrial uses before a significant adverse effect is reached. For context, a doubling in intensification of the industrial uses would result in a 3dB increase and this headroom is therefore considered to be sufficient.

STRATEGY PLANS ACCESS & MOVEMENT

The primary Site access is to be provided by upgrading the existing access on to Burndall Road.

The primary route acts as a spine through the development to the central area which provides a turning area. Secondary roads spur off this primary route with shared surfaces and private drives. Pedestrian movement across the Site is facilitated by a network of structured footpaths, shared surfaces with connection to both parts of the Site and an established public right of way at School Road.

- KEY
- Site Boundary
 - Primary Roads
 - Private Drives
 - Pedestrian Routes
 - Primary Access
 - Pedestrian Access



STRATEGY PLANS REFUSE AND SERVICING

Refuse and service vehicles enter the Site via Burndell Road to the east and use the primary route which has a turning head strategically positioned centrally to enhance vehicle manoeuvrability.

Designated refuse collection points are distributed throughout the development, minimising walking distances for both residents and refuse collectors.

Smaller turning heads are also positioned on private drives to enable access for a delivery vehicle or fire tender.

KEY

- Site Boundary
- Main Refuse Route
- - - Bin Collection Routes
- Bin Collection Points
- Kerbside Points



STRATEGY PLANS HOUSING MIX

The development provides a variety of 1, 2, 3, and 4 bedroom homes, offering a balanced housing mix to create a diverse community.

KEY

Site Boundary

1 Bedroom Properties

2 Bedroom Properties

3 Bedroom Properties

4 Bedroom Properties

An aerial photograph of a residential development site. A red line delineates the site boundary. Within the boundary, various house footprints are colored to represent different bedroom counts: light green for 1-bedroom, reddish-brown for 2-bedroom, orange for 3-bedroom, and a darker green for 4-bedroom properties. The houses are arranged in a cluster with some internal roads and parking areas. To the north of the site is a larger building labeled 'Northwood House'. To the east is a large paved area labeled 'Depot'. The road 'BURDELL ROAD' is visible on the left side of the site. A north arrow is located in the top right corner of the map.

▲ HOUSING MIX PLAN

STRATEGY PLANS TENURE

The layout offers a diverse mix of open market and affordable housing options. The affordable housing tenure is provided in accordance with the Arun District Council Local Plan Policy AHSP2.

KEY

— Site Boundary

■ Open Market Housing

■ Affordable Housing



STRATEGY PLANS STOREY HEIGHTS

The existing properties surrounding the Site vary between 1, 1.5 and 2 storey structures with varying footprints, featuring traditional pitched hip or gable roofs. The proposed plan complements this scale incorporating dwellings of up to 2 storey with some lowered eaves dwellings and single storey garages and car ports that align with the context and character of the area.

KEY

— Site Boundary

2 Storey

1 Storey



STRATEGY PLANS PARKING

Parking design is provided in accordance with the Arun District Council Parking Standards SPD.

Parking provisions include on-plot and side/frontage spaces based on each dwelling's location and layout.

1, 2 and 3 bedroom homes have 2 spaces each, 4 bedroom homes have 3 spaces each. Garages, sized at 3m by 6m internally, contribute to the parking allocation.

Cycle storage is available within garages or in rear gardens, with a designated bike store for maisonette/apartment residents.

KEY

- Site Boundary
- Allocated Parking
- Visitor Parking
- Garages/Carports
- Secure Cycle Store



MATERIALS AND APPEARANCE

MATERIALS PALLETE

The selection of materials will be organised to provide a distinctive visual identity for key buildings and vistas throughout the development. This approach aims to enhance the architectural character of the streetscape, helping to define key views and support effective place-making. Whilst combinations of materials, architectural elements and varied roof forms can be utilised to enrich the street scene, they can also be combined to define distinct areas cultivating a strong sense of place.

Various house types utilise distinct elevation treatments based on the materials used throughout the site. Elevations showcase a refined combination of cladding materials, brick coursing and brick details that horizontally segment walls, define façades, and add vibrancy to the street scene. Roof designs are primarily a blend of pitched front to back and front-gabled forms, tailored to harmonise with the overall aesthetic charm of the area.

Generally, horizontal weatherboarding and tile-hung areas are visually anchored by brick dentil courses or brick plinths introducing a sense of depth, texture and relief. Full-height brick walls are segmented by brick dentil courses at the first floor level, providing structural balance. Windows are positioned above brick or stone sills and mostly feature gauged brick arches to principal elevations.

Most front doors are fitted with porch canopies, which may be a simple monopitched design or an open-frame gable. The canopies are supported by a mix of brackets and timber posts, depending on the house type.



Clay Roof



Slate Roof



Half-glazed Timber Front Door



Red Facing Brick



Black or White stained Weatherboarding



Painted Timber Casement Windows



Red Brick and Flint



Off-White painted Brick



Tile-Hanging with detail course



Oak Porch

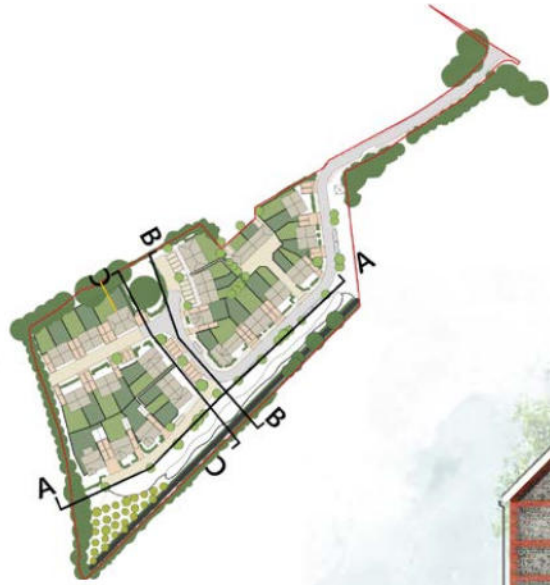


Painted Timber Monopitch Porch



Painted Timber Gable Porch

STREET SCENES



▲ STREET SCENE A-A WEST

◀ STREET SCENE A-A EAST



▲ STREET SCENE B-B



▲ STREET SCENE C-C

SUSTAINABILITY

The proposed development has been designed in line with National and Local Plan policies, to incorporate measures of sustainable development. The proposed homes will incorporate sustainable design measures, alongside measures to mitigate and adapt to the ongoing effects of climate change. Full details of these will be provided at reserved matters stage and will inform the detailed design of the scheme moving forwards

In line with the NPPF, the proposed development will result in a number of economic and social benefits to the local community, through the provision of jobs, public open space and the incorporation of sustainable transport measures as well as enhancing the surrounding environment through the provision of a significant landscape buffer, the enhancement of local green infrastructure and an appropriate sustainable drainage scheme, alongside the delivery of a biodiversity net gain. In addition to this, the development will incorporate a range of measures to reduce carbon emissions to ensure homes are resilient to the long-term effects of climate change.



CRIME PREVENTION

The scheme has been designed with regard to best practice in the design of residential development, 'Secured By Design' and as identified in 'Safer Places: The Planning System and Crime Prevention' as published by the Home Office in 2004.

Good residential design requires a balanced approach to the many and sometimes contradictory, criteria applied by the developer, local and county authorities, statutory bodies, consultants, neighbours and other interested parties. In respect of crime prevention, it is essential to provide a development that allows for natural surveillance of all spaces and a clear definition of public and private space. Detailed attention to issues such as vehicle parking, refuse bin storage and rear access to properties can ensure a safe and secure layout and area to live.

This proposal seeks to embody these principles wherever possible with a key consideration being a clear definition of ownership, surveillance of all spaces and the creation of a movement strategy that will ensure the development provides appropriate levels of activity in appropriate places.

The Masterplan has been designed with regards to the requirements of 'Secured by Design Homes 2016 Version 1'. The requirements of the document are summarised on the right.

Access & Movement: places with well-defined and well used routes, spaces and entrances that provide for convenient movement without compromising security.

The scheme has been designed in order to provide a clear hierarchy of routes and public spaces, which will enable easy and safe navigation and movement through the Site.

Structure: places that are structured so that different uses do not cause conflict.

There is a high level of active frontage proposed within the development and a clear definition between public and private space, with frontages designed to maximise the level of defensible space. This principle is applied throughout the Site and is as important in private driveways as it is in public open spaces.

Surveillance: places where all publicly accessible spaces are overlooked.

It has been identified above that the proposed masterplan will result in well-designed spaces which are well overlooked. Parked cars can be particularly vulnerable to crime and, unless they are in a private garage, must be overlooked.

Ownership: places that promote a sense of ownership, respect, territorial responsibility and community.

A key aspect of surveillance is ensuring that places have a clear distinction between public, semi-private/communal and private space. The proposed masterplan has been designed to ensure that there is a clear distinction between public and private areas. An inclusive development with careful consideration of public realm design will instil a sense of pride and ownership towards the new neighbourhood.

Physical Protection: places that include necessary, well designed security features.

Physical protection is concerned with the way in which buildings are secured. Each dwelling will be secured with necessary security features.

Activity: places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.

The key activity areas within the Site, such as main streets and open spaces, have been designed to be overlooked by a number of properties.

Management & Maintenance: places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

Public areas within the development will either be adopted by the local authority or a management company will be set up to ensure that they are maintained to a satisfactory level.



SUMMARY

Outline planning permission is sought for the construction of up to 40 dwellings, including means of access into the Site off Yapton Road and associated highway works, with all other matters relating to appearance, landscaping, scale and layout, reserved.

This submission is supported by a wide range of technical evidence, which demonstrates the proposals can be satisfactorily integrated into the Site without long term adverse effects upon the receiving landscape character and visual environment and would conserve (and in some cases, enhance) the natural beauty, landscape and countryside.

The proposed development will deliver a range of traditional and attractively designed homes, which will provide much needed housing within the district. The development would also provide significant public open space, SuDS features, high quality landscaping and pedestrian links to the surrounding areas.

The design has been very carefully considered to respect the local environs including heritage and landscape and will create a real sense of place which future generations (occupiers and visitors) will come to appreciate.

- KEY
- A

Corner Feature Building
- B

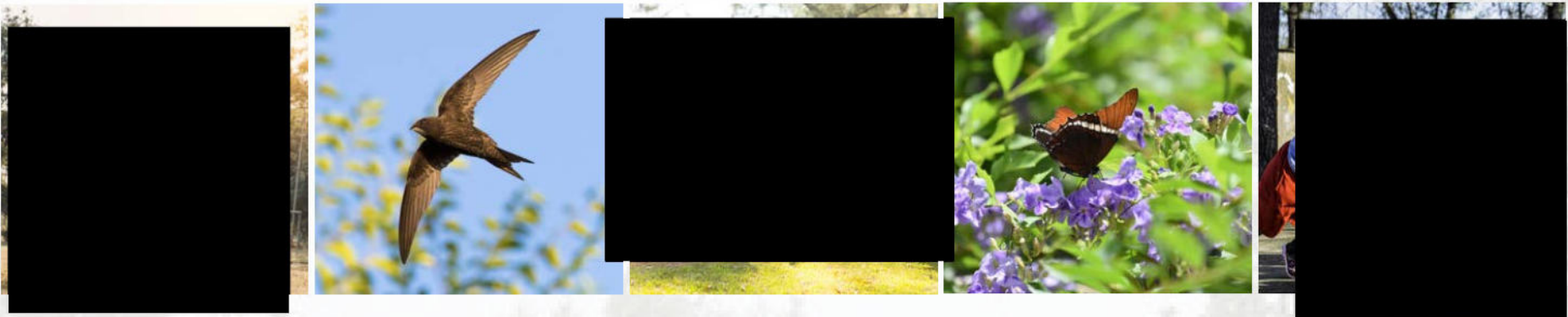
Public Open Space
- C

Play Trail
- D

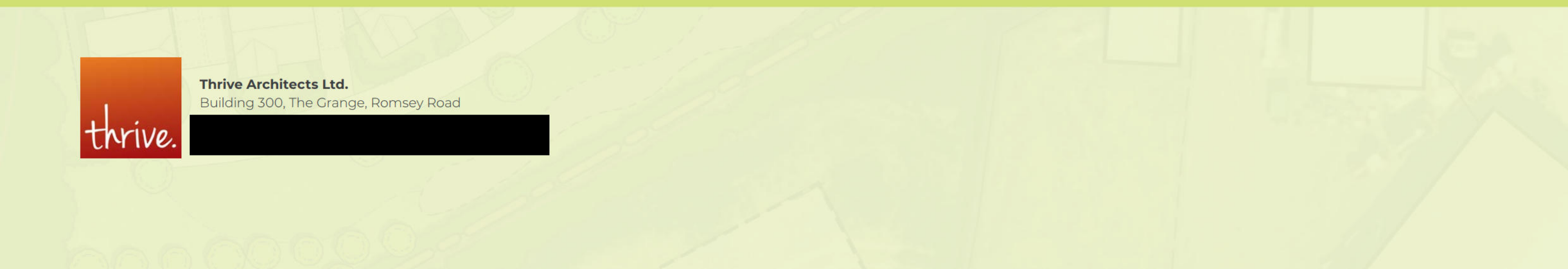
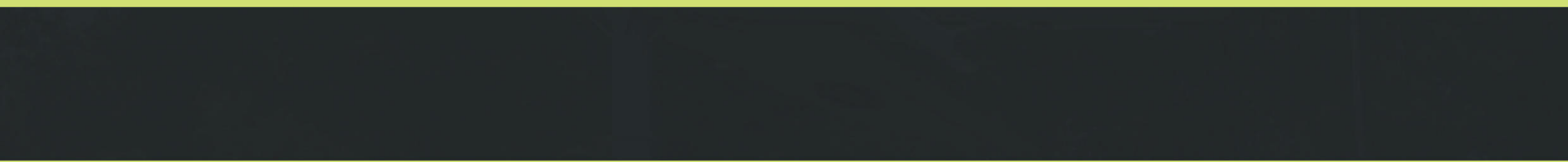
Proposed Landscaping
- E

Acoustic Bund and Fence
- F

Primary Road







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