

**APPLICATION FOR THE APPROVAL OF RESERVED
MATTERS FOR A RESIDENTIAL DEVELOPMENT OF
45 DWELLINGS PURSUANT TO SECTION 73
PERMISSION Y/13/18/PL (FOLLOWING THE
GRANT OF OUTLINE PLANNING PERMISSION
Y/49/17/OUT)**

**PLANNING STATEMENT
(INCLUDING AFFORDABLE HOUSING STATEMENT &
STATEMENT OF PRE-APPLICATION ENGAGEMENT)**

**LAND TO THE SOUTH OF MAYPOLE LANE/WEST OF
NORTH END ROAD, YAPTON**

ON BEHALF OF REDROW HOMES LTD

**TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PLANNING AND COMPULSORY PURCHASE ACT 2004**

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1. INTRODUCTION

- 1.1 This Planning Statement accompanies an application for the approval of reserved matters which has been submitted on behalf of Redrow Homes Ltd ("the Applicant").
- 1.2 The application site has the benefit of outline planning permission granted in February 2018 (application ref: Y/49/17/OUT) which was varied by a Section 73 application granted in June 2018 (application ref: Y/13/18/PL). This reserved matters application is made pursuant to the latter Section 73 permission.
- 1.3 In summary, this application seeks reserved matters approval for 45 dwellings and other associated works. A detailed description of the development proposals is set out in Section 5 of this statement.

The Purpose and Content of the Planning Statement

- 1.4 This Planning Statement sets out the background to the application and identifies the Planning Policy Framework within which it should normally be considered.
- 1.5 This Planning Statement identifies the key planning issues that will need to be considered during the application process and explains how the development proposals have responded to the site specific constraints and outline planning permission opportunities.
- 1.6 **Section 2** outlines the background to the application. **Section 3** provides a description of the site and its surroundings. **Section 4** describes the engagement undertaken by the Applicant with the Local Planning Authority (LPA) and the local community prior to the submission of the application. **Section 5** sets out a description of the development proposals. **Section 6** provides an Affordable Housing Statement for the development proposals. **Section 7** provides a summary of the relevant planning policy and guidance at a national and local level. **Section 8** then provides an assessment of the main planning issues and provides a reasoned justification for the development that is being proposed. Finally, the summary and conclusions are set out in **Section 9**.

2. BACKGROUND

- 2.1 Outline planning permission Y/49/17/OUT (hereafter referred to as "the OPP") was granted on 15th February 2018 for a residential development comprising the following:

"Outline application with some matters reserved for the demolition of all existing structures & redevelopment of the site with up to 45 dwellings (30% affordable (up to 14)) & 0.3 hectares of landscaped open space with vehicular access from Maypole Lane & pedestrian/cycle access only from North End Road."

- 2.2 A Section 73 application Y/13/18/PL (hereafter referred to as "the S73 permission") was subsequently granted on 29th June 2018 for the following:

"Variation of condition 3 – approved plans & removal of conditions 9, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26 & 27 following the grant of Y/49/17/OUT."

- 2.3 The Section 73 application was approved subject to 26 no. planning conditions. A copy of the decision notice is attached at Appendix 1.

APPENDIX 1 – S73 DECISION NOTICE

- 2.4 The OPP and S73 application were granted with all matters reserved for subsequent approval except for means of access.

- 2.5 **Condition 1** of the S73 permission identifies that the reserved matters application should include details of:

- Appearance;
- Landscaping;
- Layout; and
- Scale.

- 2.6 The approved plans are set out in **Condition 3** and the development is expected to be carried out in accordance with these plans. The approved plans comprise:

- Location Plan – drawing ref: none given;
- Topographical Survey – drawing ref: 02017_TOPO;

- Existing Block Plan – drawing ref: PPC1;
- Indicative Proposed Block Plan – drawing ref: PPC2; and
- Access Arrangement Plan – drawing ref: 160602-05.

2.7 The principle of development and the maximum scale parameters of the development cannot be reconsidered at the reserved matters stage. The purpose of a reserved matters application is to agree the finer grain of detail for the layout of the site and the design and external appearance of the buildings within them.

2.8 **Condition 4** requires the layout details submitted pursuant to Condition 1 to accord with the approved Indicative Proposed Block Plan drawing PPC2 and shall include:

- 1.4 hectares of residential development comprising up to 45 dwellings on Area A; and
- 0.31 hectares of landscaped open space on Area B which shall include a minimum 100 sqm area designated as a Local Area of Play (LAP).

2.9 **Condition 5** requires the landscaping details submitted pursuant to Condition 1 to include, inter alia, a plan of existing trees to be retained and measures for their protection, details of new planting, various details for areas of landscaped open space, amenity areas (other than private gardens) and the LAP, and a landscape management plan.

2.10 **Condition 15** requires the details referred to in Condition 1 to include details of materials and external finishes of building, surfaces for roads/footpaths, means of enclosure and the parking of vehicles, and the provision of samples of such materials and finishes as required.

2.11 **Condition 17** requires 25% of 1, 2 and 3 bed dwelling to be delivered to Lifetime Homes Standards.

2.12 **Condition 18** requires the reserved matters submission to conform to the following range of dwellings:

- 1 bed – 10-15%;
- 2 bed – 25-35%;

- 3 bed – 45-55%; and
- 4+ bed – 5-10%.

2.13 **Condition 21** requires at least 10% of the energy supply of the development to be secured from decentralised and renewable or low carbon energy sources (as described in the glossary at Annex 2 of the National Planning Policy Framework, March 2012).

2.14 **Condition 23** requires the reserved matters application to include details of how the scheme will link with surrounding land.

2.15 A number of the pre-commencement planning conditions have been factored into the design of the development hereby proposed which include:

- **Condition 6** requires a scheme for the provision of affordable housing to be submitted and agreed. The affordable housing shall consist of not less than 30% of the total number of dwellings of which 75% shall be social rented and 25% intermediate housing;
- **Condition 12** and **13** require a sustainable drainage scheme to be submitted and agreed, and for the occupation of the development to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate waste water network capacity is available;
- **Condition 14** states no development shall commence until details of measures to avoid or mitigate ecological impacts and provide ecological enhancements as recommended in the Extended Phase 1 Habitat Survey prepared by Corylus Ecology and submitted with the OPP application;
- **Condition 26** requires an electric vehicle charging point to be installed to serve each dwelling.

2.16 There are other conditions which require the submission of information prior to works commencing on site or the dwellings being first occupied.

2.17 The OPP was also accompanied by a **Unilateral Undertaking (UU)** under Section 106 of the Town and Country Planning Act 1990. The UU dated 2nd February 2018 contains the following planning obligations:

- Fire and Rescue contribution;
- Primary Education contribution;
- Secondary Education contribution;
- Further Education contribution; and
- Library contribution.

3. SITE DESCRIPTION AND LOCATION

- 3.1 The application site is located at the village of Yapton which lies between Barnham, Littlehampton and Bognor Regis. Yapton has a range of services within walking distance of the site, including two GP surgeries and a primary school. It has a small business base. The nearest railway station is two miles away at Barnham. The village is served by bus routes from Littlehampton to Bognor Regis and Chichester and from Yapton to Bognor Regis. There is a level crossing on North End Road as it heads out of the village to the north.
- 3.2 The site measures 1.87 hectares in size, including the existing access on to Maypole Lane, which lies to the south of Maypole Lane and west of North End Road. The site is predominantly flat and comprises a horse paddock, which was formerly used as agricultural land before the equestrian uses. There are four single storey buildings on the site which are used as stables and ancillary buildings – these buildings are to be demolished as part of the development of the site. The site has hedgerows and hedgerow trees along the boundaries.
- 3.3 The area is rural in character located north of Yapton Village. The site is bounded to the north by an open field and beyond by Maypole Lane, residential properties at 'Longacre', 'The Paddocks' and Maypole Lane. The site is bounded to the south and west by open farmland. To the east the site is bounded by housing including Baytree Cottage, Park Cottages, Yapton Lodge and The Old Cottage and by North End Road.
- 3.4 The site is not subject to any surface water flood risk as it is situated in Flood Zone 1, as classified by the Environment Agency, and foul water drainage can be disposed of via the Ford Wastewater Treatment Works which serves this part of Yapton.
- 3.5 The Old Cottage is a Grade II listed building which lies to the east of the site that fronts onto the western side of North End Road.
- 3.6 There are no Public Rights of Way (PRoW) that run through or alongside the application site.

4. STATEMENT OF PRE-APPLICATION ENGAGEMENT

- 4.1 Prior to the submission of the application, the Applicant engaged in pre-application discussions with the Council in July 2019 to introduce the detailed proposals for the site following their selection as preferred bidder since the OPP and S73 permission were granted. The Council provided their pre-application advice in September 2019, following a meeting in August 2019, and their comments have been taken into consideration in the preparation of the development proposals.
- 4.2 In addition the Applicant met with the Parish Council in October 2019 to discuss the principles of layout and following the meeting published an article in the November issue of Yapton News to publicise the development proposals within the local community – alongside another article for a proposed scheme by the Applicant on Land to the south of Ford Lane/east of North End Road, Yapton (100 units). The newsletter was distributed within the community on the 14th and 15th November 2019. The article provided a background to the site, an introduction to the proposals and inviting any interested parties to submit comments by email by the 27th November 2019. A copy of the article is attached at Appendix 2.

APPENDIX 2 – YAPTON NEWS ARTICLE

- 4.3 12 no. responses were received in total for the two articles and all the comments have been taken into account by the Applicant and their consultants in finalising the development proposals for the respective sites.
- 4.4 The below table summarises the responses received in respect of the proposed development and how the Applicant has responded:

Comments	Applicant response
Principle of development	
No more houses should be built in Yatpon.	OPP was granted in February 2018 and approved the construction of up to 45 dwellings on the application site. The level of development remain unaltered by the subsequent S73 permission and this application is in accordance with the approved quantum of development.
Layout and Design	
Hope that the houses will be designed in a sympathetic style, with high quality external finishes that reflect the character of this part of the village.	The application proposes a high quality development that will be sympathetic to and in-keeping with the character of the area.



Comments	Applicant response
What materials will be used for boundaries with existing properties and who will be responsible or future maintenance?	The drawing package for the application provides details of the boundary treatments to be installed at the site for both the residential properties and communal areas. The maintenance of the boundaries is not a planning issue.
What type of street lights will be used and will they be on a time?	Condition 25 of the S73 permission requires external lighting to comply with the Institute of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light Limitation for Exterior Lighting Installations for Zone E2. The condition was imposed by the LPA in the interests of residential amenity.
Not clear whether additional tree planting will be included in the scheme.	The drawing package submitted with the application provides details on the existing and proposed landscaping at the site which includes additional tree planting.
Will the materials for the demolished building be reused or recycled?	The Applicant will look to reuse the materials from the buildings to be demolished where possible. If not, this will be recycled off site in a responsible way.
How close will the new dwellings be to the boundaries with existing properties?	The Planning Layout plan that forms part of the drawing package for the application shows the relationship between the existing and proposed properties. The proposed development has been designed to achieve appropriate separation distances between properties which will ensure that the amenities of existing and future residents are not harmed.
Highways and Transportation	
Maypole Lane is a single track road and not suitable for traffic from the development. No place for lorries to turn will causes difficulties.	The level of traffic of generation has already been considered as part of the OPP. The LPA acknowledged that the residential use of the land would give rise to a more intensive use of Maypole Lane but concluded that that proposed development would not result in a severe cumulative impact on the operation of the local highway
Excessive amount of traffic will be generated by the new housing and existing roads are unable to cope.	



Comments	Applicant response
Maypole Lane is a 60mph road and not safe.	in accordance with the NPPF.
Will Maypole Lane be widened, passing places provided for vehicle and a footpath installed? Current no footpath.	In the interests of road safety, Condition 7 of the S73 permission states that no development shall commence until the detailed design and construction drawings for the means of access/egress onto Maypole and have been submitted and agreed. These details are to include passing places on Maypole Lane between the site access and its junction with North End Road. No dwellings are allowed to be occupied until the site access has been constructed in accordance with the approved details.
Site access is in a dangerous position and inadequate. The access should be off North End Road.	The location of the site access has already been considered and approved as part of the OPP. However, as mentioned above, its detailed design and construction is subject of a planning condition. The access arrangements involve the existing access from Maypole Lane developed to form a shared access for vehicles, pedestrians and cyclists and the existing access off of North End Road closed to vehicles and used by pedestrians and cyclists only.
What will happen to the existing bus stop?	The application does not propose any changes to the location of the existing bus stop on North End Road immediately adjacent to the approved pedestrian/cycle access.
Request that the potential link to land to the south is a multi-user route to include use as a bridleway as well as for pedestrians and cyclists.	Condition 23 of the S73 permission requires a link to be provided to surrounding land – i.e. land to the south. The purpose of the link is to promote sustainable development by encouraging walking and cycling. However, there is no requirement for the link to accommodate motor vehicles or use as a bridleway.
Link to land to the south should extend through all development along the west side of North End Road from Maypole Lane to the B2233 Main Road.	
Link to the land to the south should also be a vehicular access.	The combined footpath and cycleway is therefore proposed between Plots 40 and 41 of the development. Any development on the land to the



Comments	Applicant response
	south would be served by its own vehicular access but the two sites could be linked by the footpath/cycleway to be provided as part of the proposed development.
Infrastructure	
What are the provisions for new doctor surgeries, dentist and schools? Existing facilities unable to cope.	Part of the OPP there is a UU which set out various planning obligations that the Applicant will need to adhere to. The UU does not require contributions towards doctor surgeries or dentist but it does require financial contributions to be made towards additional facilities at the Yapton CofE Primary School and St Philip Howard Catholic High School and additional equipment at St Philip Howard Catholic High School's Sixth Form.
There are no jobs in the local area for new residents and not many local shops.	Yapton is a sustainable location and the proposal represents a sustainable form of development. The development will deliver economic benefits through, inter alia, construction jobs and increased expenditure within the local economy by future residents.
Misc	
Suggest that the local council/schools name roads of new developments.	Noted. Road naming will be confirmed by Arun District Council.

4.5 For completeness, and in the interests of openness, a copy of each response received is provided at Appendix 3.

APPENDIX 3 – RESPONSES TO NEWSLETTER ARTICLE

5. THE PROPOSED DEVELOPMENT

5.1 This application seeks the approval of reserved matters for a residential development comprising the following:

- Erection of 45 dwellings with a mix of property types and sizes;
- 31% provision of affordable housing – 14 no. units comprising a tenure mix of 29% shared ownership and 71% affordable rented¹;
- Car parking and garages;
- Internal access roads, footpaths, parking and circulation areas – including a link to the land to the south;
- 0.31 hectares of landscaped open space including a Local Area for Play (LAP);
- Hard and soft landscaping; and
- Other associated infrastructure and engineering works.

5.2 As required by the S73 permission, the proposals have had regard to the relevant approved drawings, namely the Indicative Proposed Block Plan and the Access Arrangement plan.

5.3 The application proposals provide 1.4 hectares of residential development of 45 dwellings which will have a net site density of 32 dwellings per hectare (dph). The development would provide for a mix of house types and tenures as follows:

Dwelling Type	Number of units					
	Market		Affordable		Total	
1 bed flat	0	0%	6	42.8%	6	13.3%
2 bed house	7	22.6%	4	28.6%	11	24.5%
3 bed house	20	64.5%	4	28.6%	24	53.3%
4 bed house	4	12.9%	0	0%	4	8.9%
TOTAL	31	68.9%	14	31.1%	45	

5.4 The dwellings will be 2 storeys in height.

¹ Subject to agreement with HA.

6. AFFORDABLE HOUSING STATEMENT

6.1 Condition 6 of the S73 permission requires a scheme for the provision of affordable housing as part of the development to be submitted and approved prior to the commencement of development.

6.2 Condition 6 reads in full:

"The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the LPA. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2: Glossary of the National Planning Policy Framework or any future guidance that replaces it. The scheme shall include:

i) the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 30% of the total number of dwellings approved at reserved matters stage of which 75% shall be social rented and 25% intermediate housing;

ii) the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;

iii) the arrangements for the transfer of the affordable housing to an affordable housing provider or the management of the affordable housing (if no Registered Social Landlord is involved);

iv) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and

v) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

The affordable housing shall be retained in accordance with the approved scheme."

6.3 The following sub-sections provide the necessary details relating to affordable housing at the site.

Quantum

6.4 The scheme includes the provision of 14 units of affordable housing which makes up 31% of the proposed scheme consistent with the requirements of Condition 6.

Type

- 6.5 The type of affordable properties to be provided broadly reflects the range of house types and sizes proposed on the application site. The affordable properties comprise a range of property type – 1 bed flats; 2 bed houses; 3 bed houses.

Housing Mix

- 6.6 The mix for the affordable units will consist of the following:

- 6 x 1 bed flats;
- 4 x 2 bed houses; and
- 4 x 3 bed houses.

Tenure

- 6.7 The tenure split for the affordable housing will comprise 29% shared ownership and 71% affordable rented².

- 6.8 The proposed tenure split by property type and size is as follows:

Dwelling Type	Number of units			
	Intermediate		Affordable rented	
1 bed flat	0	0%	6	60%
2 bed house	2	50%	2	20%
3 bed house	2	50%	2	20%
TOTAL	4		10	

Design

- 6.9 It is standard practice that the affordable housing will be designed in order that it is "tenure blind". That is to say that the quality in the design and materials of the affordable housing will be no less than that of the open market housing.

Distribution

- 6.10 The affordable housing has been integrated with the open market housing and the affordable units is shown on the Planning Layout plan that forms part of the drawing package submitted with the application.

² Subject to agreement with HA.

Timing

- 6.11 The proposed affordable housing will be delivered alongside the open market housing and further details will be provided in the Affordable Housing Scheme to be submitted under Condition 6 prior to the commencement of development.

Discussions with Providers

- 6.12 The Applicant is in the process of discussing the affordable housing on the site with a number of registered providers.
- 6.13 This will progress in parallel with the consideration of this reserved matters application and further details will be provided in the Affordable Housing Scheme to be submitted under Condition 6 prior to the commencement of development.

Affordability

- 6.14 Details regarding affordability will be provided in the Affordable Housing Scheme to be submitted under Condition 6 prior to the commencement of development. The details will confirm arrangements to ensure that the affordable housing provision remains affordable for both first and subsequent occupiers of the affordable housing.

Occupancy Criteria

- 6.15 Similarly, the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced will be provided in the Affordable Housing Scheme to be submitted under Condition 6 prior to the commencement of development.

7. PLANNING POLICY FRAMEWORK

7.1 This section refers to relevant national planning policy and guidance as well as Development Plan policies that provide the planning policy framework within which this application should normally be considered.

7.2 It deals with the following layers of policy and guidance:

- National Planning Policy Framework;
- Planning Practice Guidance & National Design Guide; and
- The Development Plan.

National Planning Policy Framework

7.3 National policy is set out in the Government's National Planning Policy Framework (NPPF) published in July 2018, with minor clarifications made in February 2019. This replaced and updated the previous NPPF 2012.

Introduction

7.4 Paragraph 1 explains how the NPPF sets out the Government's planning policies for England and how these should be applied.

7.5 Paragraph 2 explains that planning law requires applications for planning permission to be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The Framework is a material consideration in planning decisions.

Achieving Sustainable Development

7.6 Paragraph 7 explains the purpose of the planning system is to contribute to the achievement of sustainable development.

7.7 Paragraph 8 sets out three overarching objectives to achieving sustainable development, namely: economic, social and environmental. These are interdependent and need to be pursued in mutually supportive ways.

The Presumption in favour of sustainable development

7.8 Paragraph 10 confirms that at the heart of the Framework is a presumption in favour of sustainable development.

- 7.9 Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development. Paragraph 11 continues to state that for decision-taking this means:

“(c) Approving development proposals that accord with an up-to-date development plan without delay; or

(d) Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date (7), granting permission unless:

(i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (6); or

(ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole”

- 7.10 Paragraph 12 confirms that the NPPF does not change the statutory status of the Development Plan as the starting point for decision making.

Decision-making

- 7.11 Paragraph 7 explains that LPAs should approach decision on proposed development in a positive and creative way. Decision-makers at every level should seek to approve applications for sustainable development where possible.

- 7.12 Paragraph 47 reaffirms that planning law requires that applications for planning permission be determined in accordance with the Development Plan, unless material considerations indicate otherwise. It goes on to say that decisions on application should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the Applicant in writing.

Delivering a sufficient supply of homes

- 7.13 Guidance in relation to housing is provided at paragraphs 59 to 79. The Government’s clear and over-arching requirement is to significantly boost the supply of housing to meet identified needs and to promote growth. Paragraph 59 states:

“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific

housing requirements are addressed and that land with permission is developed without unnecessary delay." (our emphasis)

- 7.14 It is important to recognise that the Government is keen to improve the supply of housing and this will require LPAs to assist in bringing suitable sites forward for development at the earliest opportunity in the plan period.
- 7.15 The Council is relying upon the delivery of units from this site in their five year housing land supply, as published in the December 2019 Annual Monitoring Report (AMR). Appendix 3 of the AMR anticipates that 45 units will be delivered at the site in 2020/21.

Promoting healthy and safe communities

- 7.16 Paragraph 91 requires plans and decisions to aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible and which are designed to support and enable healthy lifestyles.
- 7.17 The importance of access to a network of high quality open space and opportunities for sport and physical activity for the health and well-being of communities is set out in paragraph 96 with protection being afforded to existing facilities and rights of way set out in paragraphs 97 and 98.

Promoting sustainable transport

- 7.18 The NPPF recognises that transport policies have an important role to play in facilitating sustainable development. Relevant to this application, the NPPF states that development should only be prevented on highway grounds under paragraph 109:

"...if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." (our emphasis)

- 7.19 Paragraph 110 then continues to set out the requirements for all applications in this context, stating:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;**

- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

7.20 The Officer Report for the OPP concluded that there would be no conflict with para 32 of the Framework (now known as para 109) and nor was it demonstrated that highway safety would be unacceptably compromised.

7.21 Access arrangements for the site were approved in the OPP with a vehicular, pedestrian and cyclist access being provided off of Maypole Lane and the access from North End Road closed to vehicular traffic and use by pedestrians/cyclists only. These arrangements are carried through to the proposed layout with a pedestrian/cycle link provided to North End Road and the land to the south in addition to the vehicular access off of Maypole Lane. The North End Road pedestrian/cycle access would offer convenient access into Yapton along an existing footpath and public transportation links to wider areas.

Making effective use of land

7.22 Paragraph 117 confirms that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

7.23 As part of the approach to securing the efficient use of land, the NPPF continues at paragraph 122 to set out the approach to ensuring appropriate densities requiring decision makers to have regard to the following aspects:

"Planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;

c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

e) the importance of securing well-designed, attractive and healthy places."

- 7.24 In the case of the application proposals, the principle of development has already been firmly established through the OPP and later S73 permission. The planning conditions guide the composition of uses at the site and the approved plans provide for a significant number of dwellings at the site alongside an area of landscaped open space and a children's play area.

Achieving well-designed places

- 7.25 Guidance on design is set out at paragraphs 124 to 132. Paragraph 124 sets out the importance of good design in sustainable development and that planning policies should be clear about design expectations as this is essential to achieving well designed places.

- 7.26 Paragraph 127 seeks to ensure that developments:

"Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."

- 7.27 The guidance at 130 summarises the approach advising that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. It goes on to state that conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

Meeting the challenge of climate change, flooding and coastal change

- 7.28 Paragraphs 148-169 advises LPAs when determining planning to applications they should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding.
- 7.29 Condition 12 of the S73 permission requires the Applicant to provide and implement a sustainable drainage scheme at the site and thereafter managed and maintained in accordance with approved details. Similarly, Condition 13 requires the occupation of the development to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement work required. Details of the drainage strategy for the site are submitted in support of the application and discussed at Issue 8 in Section 8 of this Statement.

Conserving and enhancing the natural environment

- 7.30 Paragraph 170 explains that the planning system should contribute to and enhance the natural and local environment by amongst other things protecting and enhancing valued landscapes and minimising impacts on biodiversity and providing net gains in biodiversity where possible. Further guidance on biodiversity issues is set out in paragraph 175.
- 7.31 Condition 14 requires the development to be carried out in accordance with the recommendations of the Extended Phase 1 Habitat Survey submitted with the outline planning application. Further details are required to be submitted under

Condition 14 prior to the commencement of development on the measures to avoid or mitigate ecological impacts and provide ecological enhancements. These matters are picked up in the ecological reports submitted as part of this application and discussed at Issue 9 in Section 8 of this Statement.

Conserving and enhancing the historic environment

7.32 Paragraph 189 explains that in determining planning applications LPAs should require applicants to describe the significance of any heritage assets affected. The level of detail should be proportionate to the assets importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

7.33 Paragraph 192 identifies the key issues that need to be considered. It states that:-

"In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;**
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and**
- the desirability of new development making a positive contribution to local character and distinctiveness."**

7.34 When considering development proposals that could harm a heritage asset or its setting the guidance at paragraphs 195 and 196 is applicable. Paragraph 195 relates to substantial harm, which does not arise in this case. Paragraph 196 relates to "less than substantial harm" and states:

"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use."

7.35 Paragraph 197 relates to the consideration of a non-designated heritage asset which a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

- 7.36 The Officer Report for the OPP established that the benefits of the development as a whole would, on balance, outweigh the less than substantial harm to the significance of affected designated heritage assets – i.e. The Old Cottage on North End Road.
- 7.37 The north east corner of the application site abuts the rear garden of The Old Cottage, but neither the house nor its garden are visible from the application site due to intervening trees, hedgerows and buildings. The Applicant has however been mindful of this relationship in preparing the layout and design of the proposed development.

Planning Practice Guidance

- 7.38 In March 2014 the Government issued revised and updated Planning Practice Guidance (PPG). This new national planning guidance is intended to provide a simplified and clear guide to the planning system, making it more accessible and easier to keep up to date. It supersedes a plethora of existing technical guidance.

National Design Guide

- 7.39 In October 2019 the Government published the National Design Guide (NDG) to illustrate 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. In addition to informing development proposals and their assessment by LPAs, it supports paragraph 13 of the NPPF which states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way in functions.

The Development Plan

- 7.40 Section 38 (6) of the Planning and Compulsory Purchase Act 2004, requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. At the time of writing the Statutory Development Plan comprises the:

- Arun Local Plan 2011-2031; and

- Yapton Neighbourhood Plan 2014-2029.

Adopted Arun Local Plan

7.41 The Arun Local Plan was adopted in July 2018 and covers the plan period up to 2031. Policies relevant to the consideration of this application include:

7.42 **Policy SD SP1 (Sustainable development)** sets out a presumption in favour of sustainable development stating that:

"When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the social, economic and environmental conditions south of the National Park through to the coast and throughout its settlements..."

7.43 **Policies SD SP1 (Built-up Area Boundary) and C SP1 (Countryside)** relate to the approach to development proposed within and outside the established settlement boundaries across the District. For the purposes of the application site, it is located within the settlement boundary of Yapton.

7.44 **Policy H DM1 (Housing mix)** advises that the Council will seek a mix of dwelling types and sizes, to include affordable housing units, that adhere to the latest Homes and Communities Agency design guidance. For developments of 11 units or more the Council shall require a balanced mix of market and affordable dwelling sizes including family sized accommodation based on the most up to date SHMA recommendations. The tenure mix for development schemes shall be negotiated on a case by case basis taking any necessary viability considerations into account. Developers shall have regard to the most up to date version of the SHMA. Over the Plan period a proportion of the housing provided should be of a type that meet the needs of older people, as identified in the most recent SHMA. Such housing could be provided as part of the general mix of one and two bedroomed homes but should be designed to meet the needs of older people.

7.45 In terms of the application site, Condition 18 of the S73 permission sets out an overall housing mix to be achieved. The affordable mix for the site is set out in the Affordable Housing Statement in Section 6 of this Statement and housing mix generally is discussed in more detail at Issue 2 in Section 8 of this Statement.

- 7.46 **Policy AH SP2 (Affordable housing)** advises for all developments of 11 residential units or more the Council will require a minimum 30% of the total number of units proposed on site to be provided as affordable housing on the same site in the first instance. It goes on to advise that the Council will negotiate the affordable housing tenure mix, require affordable housing to be visually indistinguishable from the open market housing, large groups of single tenure dwellings or property types to be avoided, affordable housing units to be provided in small clusters, a specific affordable housing mix to be applied, etc.
- 7.47 In the case of the proposed scheme, an Affordable Housing Statement is provided at Section 6 of this Statement which demonstrates consistency with Condition 6 of the S73 permission and thereby compliance with Policy AH SP2 of the adopted Local Plan.
- 7.48 **Policy D SP1 (Design)** advises that all development proposals should seek to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details. Development proposals should have been derived from: a thorough site analysis and context appraisal; adherence to objectives informing sustainable design (inclusivity, adaptability, security, attractiveness, usability, health and wellbeing, climate change mitigation and habitats); and the influence these objectives have on the form of the development. Furthermore, **Policy D DM1 (Aspects of form and design quality)** also applies and provides the development management criteria that will be used for the consideration of any application for development.
- 7.49 The reserved matters application provides a comprehensive drawing package which sets out a development that makes efficient use of the land within the parameters of the S73 permission and responds positively to the characteristics of the site and local area.
- 7.50 **Policy D DM2 (Internal space standards)** advises the LPA will require internal spaces to be an appropriate size to meet the requirements of all occupants and their changing needs.
- 7.51 Condition 17 of the S73 permission requires 25% of 1, 2 and 3 bedroom dwellings to be delivered to Lifetime Homes standards and this is discussed in more detail at Issue 2 in Section 8 of this Statement.

- 7.52 **Policy HWB SP1 (Health & Wellbeing)** states that all development shall be designed to maximise the impact it can make to promoting healthy communities and reducing health inequalities. Regard shall be had to, inter alia, providing or contributing to the necessary infrastructure to encourage physical exercise and health, including accessible open space, sports and recreation facilities (including outdoor fitness equipment) and safe, well promoted, walking and cycling routes. While **Policy OSR DM1 (Open Space, sport & recreation)** requires housing development to contribute towards open space provision.
- 7.53 The proposed scheme will provide 0.31 hectares of landscape open space in accordance with Condition 4 of the S73 permission along with a LAP for children's play. Pedestrian and cycle links will be provided to Maypole Lane, North End Road and the land to the south to integrate with and provide connectivity to the village.
- 7.54 **Policies ECC SP1 (Adapting to climate change)** and **ECC SP2 (Energy and climate change mitigation)** deal with adapting to the impacts of climate change and energy efficiency measures.
- 7.55 The development will include a range of energy efficiency measures as discussed under Issue 7 in Section 8 of this Statement and site specific measures such as SUDS which demonstrate compliance with the requirements of these conditions.
- 7.56 **Policies T SP1 (Transport and Development)** and **Policy T DM1 (Sustainable Travel and Public Rights of Way)** advise that the Council will ensure that developments provide safe access on to the highway network, contributes to highway improvements, promote sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network, and ensure the ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network.
- 7.57 The Officer Report for the OPP confirms that the proposed development is sustainable development, the site is located in one of the most sustainable settlements in the district and is in close proximity to local services and amenities, which can all be accessed without the need for private vehicle use.
- 7.58 Access to the site has already been approved as part of the OPP and a safe means of the access for vehicles will therefore be provided from Maypole Lane. A

pedestrian/cycle access will also be provided from North End Road along with a similar link to the land to the south.

7.59 The drawing package for the application includes a Planning Layout plan which illustrates the access and movement opportunities for vehicles, pedestrians and cyclists across the site along with the level and location of parking provision to be provided. Cycle parking will also be provided for the dwellings within the curtilage of each property.

7.60 Furthermore, Condition 9 ensures the delivery of improvements to the A27/Yapton Lane junction and a restriction of no more than 23 occupations until the completion of the approved improvements.

7.61 The following development management policies concern the historic environment:

- **HER SP1 – The historic environment;**
- **HER DM1 – Listed Buildings;**
- **HER DM2 – Locally Listed Buildings or Structures of character;**
- **HER DM3 – Conservation Area; and**
- **HER DM6 – Sites of Archaeological Interest.**

7.62 As mentioned previously, the Officer Report for the OPP established that the benefits of the development as a whole would, on balance, outweigh the less than substantial harm to the significance of affected designated heritage assets – i.e. The Old Cottage on North End Road. Condition 11 secures the safeguarding of archaeological interests. Furthermore, given the location of the application site and intervening development, there would be no impact on the Yapton Conservation Area.

7.63 The following policies concern the natural environment:

- **ENV SP1 – Natural Environment;**
- **ENV DM4 – Protection of trees; and**
- **ENV DM5 – Development and biodiversity.**

- 7.64 Condition 14 of the S73 permission requires the development to be carried out in accordance with the recommendations set out in the Extend Phase 1 Habitat Survey. In particular, details are to be submitted on the measures to avoid or mitigate ecological impacts and provide ecological enhancements. These matters are picked up in the ecological reports submitted as part of this application and discussed at Issue 9 in Section 8 of this Statement.
- 7.65 In terms of trees, Condition 5 of the S73 permission requires a plan of existing trees subject to a TPO to be retained and protect during the course of the development. Furthermore, details of new trees, shrubs and hedging are to be provided along with a landscape management plan detailing, inter alia, the long term management and maintenance programme.
- 7.66 Accordingly, a comprehensive landscaping scheme is submitted as part of the reserved matters application which includes the identification of the existing trees on the site to be retained by the proposed development in addition to the landscaping that will be provided. In preparing these details regard has been given to the approved Indicative Proposed Block Plan from the OPP/S73 permission.
- 7.67 In terms of flood risk and drainage, the following policies are relevant:
- **W DM1 – Water supply and quality;**
 - **W DM2 – Flood risk; and**
 - **W DM3 – Sustainable Urban Drainage Systems.**
- 7.68 Condition 12 of the S73 permission requires the Applicant to provide and implement a sustainable drainage scheme at the site and thereafter managed and maintained in accordance with approved details. Similarly, Condition 13 requires the occupation of the development to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement work required. Details of the drainage strategy for the site are submitted in support of the application and discussed at Issue 8 in Section 8 of this Statement.
- 7.69 Furthermore, a sufficient water supply will be provided to all occupiers of the site and the Applicant proposes to introduce into the design water efficiency measures to reduce consumption to less than 110 litres/person/day.

7.70 A number of amenity related policies relevant to the proposal include:

- **QE DM1 – Noise pollution;**
- **QE DM2 – Light pollution; and**
- **QE DM3 – Air pollution.**

7.71 The proposed scheme has been sensitively designed to ensure there would be no significant loss of sunlight, privacy and outlook or unacceptable noise and disturbance to existing properties and land users in the area.

7.72 Condition 10 of the S73 permission requires a Construction Method Statement to be submitted and approved prior to the commencement of development. This will ensure during the construction phase of the development that suitable arrangements are in place to control, inter alia, the emission of dust and dirt, and appointing a named person who shall be available to deal with any complaints that may arise.

7.73 Other policies relevant to the proposals include:

- **WM DM1 (Waste Management)** – sustainable constructions methods and practices will be used by the Applicant to make use of the opportunities to re-use and recover materials on site and minimise the off-site disposal of waste. The development has also been designed to ensure suitable kerbside collection arrangements of waste is available for all properties along with areas for the safe storage of bins; and
- **TEL SP1 (Strategic delivery of telecommunications infrastructure)** – all new residential developments must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted. Condition 22 of the S73 permission requires a strategy for the provision of the highest available headline speed of broadband provision to future occupants.

Yapton Neighbourhood Plan

7.74 The Yapton Neighbourhood Plan (NP) was adopted in October 2014 and covers the plan period from 2014 to 2029.

7.75 **Policy H1 (Housing Requirement)** set out a minimum requirement for Yapton in accordance with the now adopted Arun Local Plan. However, the site already benefits from an OPP/s73 permission for up to 45 dwellings and the policy is therefore not relevant to the reserved matters application.

7.76 **Policy H2 (Dwelling Size)** sets out a housing mix for developments of 15 or more dwellings for open market and affordable units as follows:

- 1-bed dwellings: 10-15% of all dwellings;
- 2-bed dwellings: 25-35% of all dwellings;
- 3-bed dwellings: 45-55% of all dwellings;
- 4+-bed dwellings: 5-10% of all dwellings.

7.77 This is reflected in Condition 18 of the S73 permission which requires the reserved matters application to adhere to. The affordable housing mix is set out in the Affordable Housing Statement in the previous section of this Statement and housing mix is discussed in more detail at Issue 2 in Section 8 of this Statement.

7.78 **Policy PK1 (Parking standards for new residential development)** states that for all new residential developments, the following standards should apply for the provision of off-road parking:

- 1 bed house/flat - 1 off-road car parking space;
- 2 bed house/flat - 2 off-road car parking spaces;
- 3 bed house/flat - 2 off-road car parking spaces;
- 4 bed house/flat - 3 off-road car parking spaces;
- 5+ bed house/flat - 4 off-road car parking spaces.

7.79 The parking arrangements for the site is set out on the Parking Plan that forms part of the drawing package that accompanies the application showing the quantum proposed and the location of spaces.

7.80 Other relevant policies in the adopted Neighbourhood Plan, as identified in the pre-application advice, include:

- **Policy E1 – Protection of high value agricultural land;**
- **Policy E4 – Minimising the environmental impact of development;**
- **Policy E5 – Retention and enhancement of biodiversity;**
- **Policy E6 – Green Infrastructure and development;**
- **Policy E11 – Minimising the impact of flooding from development.**

7.81 The requirements of these policies reflect those in the similar policies contained in the adopted Local Plan that have already been considered.

Supplementary Planning Documents

7.82 The Council has published in October 2019 two Supplementary Planning Documents (SPDs) which are due for adoption in mid-January 2020:

- **Open Space, Playing Pitches, Indoor and Built Sports Facilities SPD;** and
- **Parking Standards SPD.**

7.83 The former provides guidance on, inter alia, the design principles of new provision. Minimum size and buffer zones are suggested different typologies of open space and play space. Together with principles for designing successful play spaces and quality guidelines for open spaces. These measures are derived from guidance published by the Fields in Trust and Sport England.

7.84 While the latter aims to provide guidance across the County on parking standards and to update the standards that were adopted in 2010. Notable provisions include expected levels of provision for new residential developments, recommended levels of cycle provision, and all new houses with a driveway and garage will be required to provide active EV charging points.

8. ASSESSMENT

- 8.1 The OPP, as varied by the S73 permission, has already established the principle of 1.4ha of residential development on the application site for up to 45 dwellings.
- 8.2 The purpose of the reserved matters application is to now agree the details for the layout of the site, the design of buildings, how roads and footpaths will address connectivity and permeability, and how the built up areas and open spaces will be landscaped.
- 8.3 This section of the Planning Statement addresses the key issues which are likely to arise during the course of the application. These include:
- Issue 1 – Principle of development
 - Issue 2 – Housing Mix, Lifetime Home Standards and Internal Space Standards
 - Issue 3 – Layout
 - Issue 4 – Access and Movement
 - Issue 5 – Scale and Appearance
 - Issue 6 – Landscaping and Trees
 - Issue 7 – Sustainable Design and Construction
 - Issue 8 – Flood Risk and Drainage
 - Issue 9 – Biodiversity
 - Issue 10 – Heritage
- 8.4 Affordable housing is dealt with as a separate matter in Section 6 of this Statement.

Issue 1 – Principle of Development

- 8.5 The principle of residential development at the site was established when OPP was granted in February 2018 for up to 45 dwellings and varied by a Section 73 permission in June 2018. The approved development requires a provision of

affordable housing of not less than 30% of the total number of dwellings approved at reserved matters stage.

- 8.6 The reserved matters application hereby submitted is consistent with the S73 permission in that it proposes a development of 45 dwellings of which 14 will be affordable, a provision of 31%.
- 8.7 The principle of residential development is therefore already established and the purpose of this application is to consider the approval of the reserved matters of appearance, landscaping, layout and scale within the context the approved plans of and the planning conditions attached to the S73 permission.

Issue 2 – Housing Mix, Lifetime Home Standards and Internal Space Standards

Housing Mix

- 8.8 The Planning Officer confirmed at the pre-application stage that Policy H DM1 of the adopted Local Plan does not prescribe a specific housing mix that must be met by individual applications, with the policy stating that each must be considered on its own merits. The supporting text at paragraph 12.2.4 advises that the final mix will be negotiated on a site by site basis, having regard to the most up to date SHMA.
- 8.9 However in terms of the application site, Condition 18 of the S73 permission sets out a specific mix that the reserved matters submission needs to conform to:
- 1 bed dwellings: 10-15%;
 - 2 bed dwellings: 25-35%;
 - 3 bed dwellings: 45-55%; and
 - 4+ bed dwellings: 5-10%.
- 8.10 The requirement of the condition is consistent with the housing mix (open market and affordable) set out in Policy H2 of the NP.
- 8.11 The proposed development provides the following housing mix:

Dwelling Type	Number of units	
1 bed flat	6	13.3%
2 bed house	11	24.5%
3 bed house	24	53.3%

Dwelling Type	Number of units	
4 bed house	4	8.9%
TOTAL	45	100%

- 8.12 The proposed mix in terms of 1, 3 and 4 bedroom units accords with the requirements of Condition 18 and Policy H2 of the NP. The number of 2 bed dwellings is marginally less than the specified requirement and the Planning Officer at the pre-application stage was content that this would likely to be acceptable.
- 8.13 The Officer was also content that the proposed layout comprising detached, semi-detached and terraced houses would provide for variety not only in housing size but also type. Furthermore, the Officer acknowledged that the proposed development delivers over half of the overall scheme as 2 and 3 bed dwellings which is consistent with the objectives of the SHMA in providing focus on family housing across a range of housing sizes and types while also providing a proportion of smaller 1 bed units.

Lifetime Home Standards

- 8.14 Condition 17 of the S73 permission requires 25% of the 1, 2 and 3 bed dwellings included as part of the development must be delivered to Lifetime Home Standards.
- 8.15 The Yapton NP was adopted in 2014, prior to updates made to housing standards in 2015. As a result of the changes, the lifetime homes code of practice standard was withdrawn from use by Local Planning Authorities. Should the Council wish to set technical requirements, they are required to make reference to Part M of the Building Regulations. The proposed development has nevertheless been designed to ensure appropriate accordance with Lifetime Homes Standards and Part M of the Building Regulations as required by Condition 17.

Internal Space Standards

- 8.16 Policy D DM2 requires internal spaces to be an appropriate size to meet the requirements of all occupants and their changing needs with the Nationally Described Space Standards providing guidance.

- 8.17 In terms of the proposed development, both the affordable and open market units have been designed to an appropriate size to meet the requirements of all occupants and their changing needs.

Issue 3 – Layout

- 8.18 The drawing package submitted with this application sets out the detailed design of the proposed development working from the basis of the approved plans relating to layout, open space, strategic landscaping and access.

Density

- 8.19 The development achieves a net density of 32 dph in accordance with approved Indicative Proposed Block Plan, drawing ref: PPC 2 and represents in an efficient use of the site. It allows for a range of dwellings across the site with varying sizes and tenures to accommodate a variety of household types. This will provide a hierarchy of dwellings from large detached properties within larger plots through to smaller terraced forms allowing for a variety in the proposed streetscape.

Amenity

- 8.20 The layout design ensures that the development does not have an adverse impact on the amenities of existing and future occupants. All rear gardens will be a minimum of 10m in length to ensure adequate amenity space.

Parking

- 8.21 The parking layout has been designed in line with the guidance contained within Manual for Streets and guidance contained within West Sussex County Council document: Guidance on Parking at New Developments, August 2019.
- 8.22 All proposed houses (both open market and affordable) have been provided with a minimum of 2 no. spaces per dwelling and most open market units will also have a garage. For apartments, each unit will be provided with a single parking space in a courtyard arrangement that has been designed to create a private well defined area with good surveillance.

- 8.23 The majority of allocated parking has been provided on-plot located to either the side or in front of the dwellings with garages where provided set just back from the building line to allow ease of access to dwellings.

Open Space and Play Areas

- 8.24 The amount of open space required within the layout of the development is set by Condition 4(ii) of the S73 permission. The proposed development accords with the quantum stated with the provision of 0.31 hectares of usable public open space including a minimum 100 sqm area designated as a Local Area of Play (LAP).
- 8.25 The LAP will be appropriately and safely located within the area of public open space to the east of the site, in the area known as 'Area B' on the approved Indicative Proposed Block Plan drawing ref: PPC 2, and is located in excess of 20 metres from existing and proposed properties.
- 8.26 Details for the LAP such as a defined boundary, means of enclosure and items of equipment to be installed are submitted as part of this reserved matters application in accordance with Condition 5(iii) of the S73 permission. The Landscape Management Plan, also submitted as part of this application, as required by Part 'iv' of the aforementioned condition, includes measures for the implementation, long term management and maintenance of, inter alia, the LAP.

Issue 4 – Access and Movement

Access

- 8.27 A safe means of access/egress for motor vehicles was approved in the OPP off of Maypole Lane which is located to the north of the site. The OPP also approved the closure of the existing access off of North End Road to motor vehicles and use by pedestrians and cyclists only. Condition 23 of the S73 permission requires the provision of a pedestrian/cycle link to the land to the south.
- 8.28 Condition 7 of the S73 permission states that no development shall commence until the detailed design and construction drawings for the means of access/egress onto Maypole and have been submitted and agreed. These details are to include passing places on Maypole Lane between the site access and its junction with North End Road. No dwellings are allowed to be occupied until the

site access has been constructed in accordance with the approved details. Condition 8 of the S73 permission requires similar details to be submitted and agreed for the means of access/egress onto North End Road. An application to discharge these conditions will be submitted in due course once this reserved matters application has been approved.

Movement

- 8.29 The site layout shows the disposition of land uses and the proposed structure for movement within the development. A well connected movement network, accessible by all users, is proposed which helps ensure that all areas of the development are easy to navigate, safe and secure. The movement hierarchy clearly defines the main route and helps achieve a permeable layout. The approved Indicative Proposed Block Plan drawing ref: PPC 2 has helped shape the proposals.
- 8.30 The development of a pedestrian/cycle network within the site is seen as an integral part of the transport infrastructure for the site. Connections to the wider network will allow users of all ages and abilities to move safely and conveniently between all points of the development and surrounding area.

Issue 5 – Scale and Appearance

- 8.31 The drawing package submitted with this application sets out the detailed design of the proposed development working from the basis of the approved plans relating to layout, open space, strategic landscaping and access.

Scale

- 8.32 As previously stated, the development proposals achieve a net density of 32 dph in accordance with the approved Indicative Proposed Block Plan drawing ref: PPC of the OPP. A variety of house types, tenures and sizes are provided which will assist in creating a balanced community as a variety of households can be accommodated thereby minimising the potential of social exclusion.

Building Heights and Massing

- 8.33 The height and massing of the proposed development is predominantly comprised by two-storey detached and semi-detached dwellings which is considered most

appropriate given the context of the site. These are interspersed by other property types such as rows of terraced properties and an apartment block.

- 8.34 The variety is achieved through the use of a range of house types and apartments of differing sizes ranging from smaller units 1 bed apartments through to 3 and 4 bedroom detached houses.

Continuity and Enclosure

- 8.35 Development plots will be defined by a range of boundary treatments including walls, fences, timber bollards, estate railings and hedging, depending upon their location, in order to clearly define public and private spaces.
- 8.36 Key frontages such as those following the main route through the development will be particularly prominent and critical to the appearance of the development. Particular attention has been paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development.

Appearance

- 8.37 In terms of appearance, the drawing package that accompanies the application includes a House Type Brochure which shows the detailed design and architectural style of the proposed dwellings, apartments block and garages to be constructed.
- 8.38 This is supplemented by the Materials Plan which sets out the palette of materials to be used in the construction of the development and how the materials will be used across the site. Furthermore, the Enclosures Plan submitted sets out the type of boundary treatments which will be used to define the boundaries of the properties with particular attention to those that will face onto the public realm.
- 8.39 A Street Scenes drawing is provided to assist visualise the appearance of the proposed development across a number of points within the development.

Issue 6 – Landscaping and Trees

- 8.40 The landscaping proposals have been informed by the approved Indicative Proposed Block Plan drawing ref: PPC 2. The landscaping has been carefully

designed to be sensitive to the local landscape character, assist in habitat creation, improve the urban edge and provide opportunities for recreation.

- 8.41 In accordance with Condition 5 of the S73 permission, the reserved matters application includes, inter alia, a plan showing the existing trees to be retained and a Landscape Management Plan detailing a programme for the implementation, long term management and maintenance of all landscaped amenity areas (other than private gardens), the 0.31 hectares of landscaped open space and the LAP.

Issue 7 – Sustainable Design and Construction

- 8.42 Policies ECC SP1 (Adapting to climate change) and ECC SP2 (Energy and climate change mitigation) deal with adapting to the impacts of climate change and energy efficiency measures. Policy W DM1 (Water supply and quality) seeks to ensure that all new development of two dwellings or more are water efficient and reduce pressure on water abstraction site, by including measures that meet the optional standards of 110 litres/person/day.
- 8.43 While Condition 21 of the S73 permission requires at least 10% of the energy supply of the development to be secured from decentralised and renewable or low carbon energy sources and Condition 26 requiring an electric vehicle charging point to be installed to each dwelling.
- 8.44 Details of energy supply required by Condition 21 will be submitted as a discharge of condition application prior to the commencement of development and electric vehicle charging points will be installed to each dwelling prior to its occupation.

Issue 8 – Flood Risk and Drainage

- 8.45 The application site is located within Flood Zone 1 where the Environment Agency considers that the site has a low probability of flooding (having a less than 1 in 1,000 annual probability of river or sea flooding).
- 8.46 Condition 11 of the S73 permission requires details to be provided relating to the implementation, maintenance and management of a sustainable drainage scheme at the site. While Condition 12 requires the occupation of the development to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate waste water

network capacity is available to adequately drain the development. Only Condition 11 requires details to be submitted and approved by the LPA with that being prior to the commencement of development.

- 8.47 Arrangements for the disposal of foul and surface water drainage are an integral part of the design of the development and Odyssey have prepared a Drainage Statement which is submitted as part of the application and sets out the proposed foul and surface water drainage arrangements for the site.
- 8.48 The Drainage Statement confirms that the proposed foul and surface water strategies have been designed in accordance with the strategy set out in the Flood Risk Assessment submitted as part of the outline planning application for the site.
- 8.49 For surface water, the application site lends itself to infiltration at depth and as a result the strategy is to infiltrate surface water run-off from roads, roofs, parking bays and parking courts into the chalk strata. The proposed scheme splits the development into three catchments, two catchments drain to cellular soakaways located within areas of POS and the other catchment covering the access road off Maypole Lane is to discharge via kerb drainage into an infiltration trench.
- 8.50 While for foul water, all foul effluent created by the development will be conveyed by gravity to a pumping station located towards the south east corner of the site. It will then be pumped via a rising main to the east before discharging into an existing South Water manhole in North End Road. All drainage is to remain private and will be maintained by an appropriate management company and subject to maintenance schedules as set out in the submitted Drainage Strategy.
- 8.51 The application proposals are therefore in accordance with the Policies W DM2 and W DM3 of the adopted Local Plan.

Issue 9 – Biodiversity

- 8.52 As required by the S73 permission under Condition 14, no development is to be carried out until details of the measures to avoid or mitigate ecological impacts and provide ecological enhancements as recommended in the Extended Phase 1 Habitat Survey prepared by Corylus Ecology have been submitted to and agreed by the LPA.

8.53 An application to discharge Condition 14 will be submitted at a later date but as part of this reserved matters application, the following ecological measures are likely to be incorporated into the design of the development:

- Hedgerows and treelines along the boundaries will be plug planted with native tree and shrub species;
- Next boxes will be incorporated into the outside of new dwellings;
- General purpose bird boxes will be installed on the eastern elevations of a number of mature or semi-mature boundary trees;
- Provision of bat roosting features within buildings; and
- 12cm gaps will be installed into close board fencing to allow movement of hedgehogs through the landscape.

8.54 The proposed development will therefore provide the necessary measures to avoid or mitigate ecological impacts and provide enhancements at the site.

8.55 The application proposals are therefore in accordance with Policies ENV SP1 and ENV DM5 of the adopted Local Plan.

Issue 10 – Heritage

8.56 Condition 11 of the S73 permission secures the implementation of a programme of archaeological work at the site in accordance with a written scheme of investigation (WSI).

8.57 A WSI prepared by Pre-Construct Archaeology was submitted pursuant to Condition 11 of the S73 permission by the Applicant in October 2019. The Archaeological Advisor confirmed that the WSI submitted was satisfactory and the LPA proceeded to discharge the condition in November 2019 (application ref: Y/96/19/DOC). The corresponding condition on the OPP (also No.11) has also be discharged in January 2020 (application ref: Y/123/19/DOC).

9. SUMMARY AND CONCLUSIONS

- 9.1 This Planning Statement has been prepared in support of a reserved matters application for 45 dwellings, landscaping and open space, and other ancillary works on Land to the south of Maypole Lane and west of North End Road, Yapton.
- 9.2 The application site already benefits from an extant OPP, as varied by the S73 permission, which established the principle of the proposed development. This sets out many of the guiding principles and parameters for the development.
- 9.3 In summary it is considered that the proposals can be supported for the following reasons:
- The site already benefits from an extant OPP (and S73 permission) for a residential development of 45 dwellings;
 - The application is supported by more detailed information on design which is in accordance with the approved plans from the S73 permission relating to layout, open space and strategic landscaping;
 - The application is supported by more detailed information on drainage specific to this site;
 - The application is supported by ecological measures specific to this site; and
 - The application proposes a package of sustainable design and construction measures in order to achieve high environmental standards.
- 9.4 The Applicant is very keen to deliver new housing (including the much needed affordable housing) in line with national planning policy and guidance and the Development Plan.
- 9.5 The Applicant would therefore welcome continued dialogue with Officers and other stakeholders so that the application can be progressed towards a favourable determination.

APPENDIX 1

SECTION 73 DECISION NOTICE



Town & Country Planning Act 1990 (as amended)
Town and Country Planning (Development Management
Procedure) (England) Order 2015
Application for Planning Permission
DECISION NOTICE

Application Ref: Y/13/18/PL

1 To Addressee

Mr P Collins
 36 Manor Road
 Selsey
 West Sussex
 PO20 0SD

2 Site Address

Street Buildings
 North End Road

 BN18 0DT

3 Description of Development

Variation of condition 3-approved plans & removal of conditions 9, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26 & 27 following the grant of Y/49/17/OUT.

In pursuance of their powers under this Act and related Orders and Regulations the Council **PERMIT** this development to be carried out in accordance with the application and plans and subject to the following conditions

- 1 Details of appearance, landscaping, layout, and scale, (hereinafter called 'the reserved matters') shall be submitted to and approved in writing by the local planning authority (LPA) before any development begins and the development shall be carried out as approved.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

- 2 Application for approval of the reserved matters shall be made to the LPA before the expiration of three years from the date of this permission. The development hereby permitted shall begin before the expiration of one year from the date of approval of the last of the reserved matters to be approved.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

- 3 This permission relates to the following submitted plans:
- Location Plan
 - Topographical Site Survey
 - Existing Block Plan PPC1
 - Indicative Proposed Block Plan PPC 2
 - Drg: 160602 - 05 - Access Arrangement Plan

Reason: To specify the application drawings which form part of the permission consistent with best practice in NPPG Paragraph: 022 Reference ID: 21a-022-20140306.

- 4 The layout details submitted pursuant to Condition 1 shall accord with the Indicative Proposed Block Plan Drg: PPC 2 and shall include:
- i) 1.4 hectares (ha) of residential development comprising up to 45 dwellings on Area A and
 - ii) 0.31 hectares (ha) of landscaped open space on Area B which shall include a minimum 100 sq m area designated as a Local Area of Play (LAP).

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with Policy GEN7 of the Arun District Local Plan.

- 5 The landscaping details submitted pursuant to Condition 1 shall include:
- i) a plan showing the existing trees to be retained, together with details of measures for their protection during the course of development;
 - ii) the species, number, sizes and position of new trees, shrubs and hedging to be planted and details of any grassed or other planted areas (other than private gardens), including seeding with an appropriate native British wildflower flora mix;
 - iii) Details of defined boundaries, means of enclosure, proposed use and items of equipment, proposed lighting and other structures to be installed on the landscaped open space, amenity areas (other than private gardens) and the LAP
 - iv) a landscape management plan detailing a programme for the implementation, long term management and maintenance of all landscaped amenity areas (other than private gardens), the 0.31 hectares of landscaped open space and the LAP.

No dwellings shall be occupied unless and until the landscaping has been implemented in accordance with the approved details and any trees, shrubs or hedging plants which, within a period of five years from the date of planting, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless otherwise approved in writing by the LPA.

Reason: In the interests of amenity and of the environment of the development in accordance with Policy GEN7 of the Arun District Local Plan.

- 6 The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the LPA. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2: Glossary of the National Planning Policy Framework or any future guidance that replaces it. The scheme shall include:
- i) the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 30% of the total number of dwellings approved at reserved matters stage of which 75% shall be social rented and 25% intermediate housing;
 - ii) the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
 - iii) the arrangements for the transfer of the affordable housing to an affordable housing provider or the management of the affordable housing (if no Registered Social Landlord is involved);
 - iv) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
 - v) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.
- The affordable housing shall be retained in accordance with the approved scheme.

Reason: To enable the LPA to control the provision of affordable housing on the site in accordance with Policy GEN7 of the Arun District Local Plan.

- 7 No development shall commence until detailed design and construction drawings for the means of access/egress onto Maypole Lane as shown on Access arrangement Plan Drg: 160602 - 05 including passing places in Maypole Lane between the access/egress and its junction with North End Road have been submitted to and approved by the LPA and no dwelling shall be occupied until this access/egress has been constructed in accordance with the approved detailed design and construction drawings.

Reason: In the interests of road safety, in accordance with Policy GEN7 of the Arun District Local Plan.

- 8 No development shall commence until detailed design and construction drawings for the means of access/egress onto North End Road as shown on Access arrangement Plan Drg: 160602 - 05 have been submitted to and approved by the LPA and no dwelling shall be occupied until this access/egress has been constructed in accordance with the approved detailed design and construction drawings.

Reason: In the interests of road safety, in accordance with Policy GEN7 of the Arun District Local Plan.

- 9 No development hereby permitted shall take place until a detailed scheme of highway works for improvement to the A27/Yapton Lane junction has been submitted to and approved in writing by the Local Planning Authority in consultation with Highways England. No more than 23 dwellings of the development hereby permitted shall be occupied until the completion of the approved improvements to the A27 junction with Yapton Lane.

Reason: To ensure that the A27 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety, in accordance with Policy GEN7 of the Arun District Local Plan.

- 10 No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the LPA. The Statement shall provide for (but not necessarily be limited to):
- i) Vehicle parking for site operatives and visitors, and on-site turning space;
 - ii) Loading and unloading of plant and materials;
 - iii) Storage of construction plant and materials;
 - iv) Erection and maintenance of security hoarding, including decorative displays and facilities for public viewing as appropriate;
 - v) Wheel washing facilities;
 - vi) measures to control the emission of dust and dirt during construction;
 - vii) The location of any site huts/cabins/offices;
 - viii) Routeing of construction vehicles to and from the development site;
 - ix) Details of any temporary traffic management works required to construct any of the works;
 - x) Details of signage on the approaches to the site warning of the presence of construction vehicles and associated activities on or close to the public highway;
 - xi) Details of the Construction Design Management Co-ordinator and site foreman, including contact details (and out-of-hours contact details);
 - xii) Evidence of community involvement and/or public consultation prior to any works being carried out; and
 - xiii) Details of the hours of operation of all operational and construction vehicles on the site.

Details of how measures will be put in place to address any environmental problems arising from any of the above shall be provided. A named person shall be appointed to deal with complaints and shall be available on site and their availability made known to all relevant parties. The Statement as approved shall be adhered to at all times throughout the construction period.

Reason: In the interests of highway safety and the amenities of the area, in accordance with Policy GEN7 of the Arun District Local Plan.

- 11 No development shall take place until a programme of archaeological work has been secured and implemented in accordance with a written scheme of investigation which has been submitted to and approved by the LPA.

Reason: The site is of archaeological significance in accordance with Policy GEN7 of the Arun District Local Plan. It is considered necessary for this to be a pre-commencement condition because archaeology can only be investigated before construction commences.

- 12 No development shall take place until details of the implementation, maintenance and management of a sustainable drainage scheme have been submitted to and approved in writing by the LPA. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
- i) a timetable for the scheme's implementation; and
 - ii) a management and maintenance plan for the lifetime of the development which shall include the arrangements for the adoption by any public body or statutory undertaker, or any other Arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies GEN7 and GEN9 of the Arun District Council Local Plan.

- 13 Occupation of the development is to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate waste water network capacity is available to adequately drain the development.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies GEN7 and GEN9 of the Arun District Council Local Plan. It is considered necessary for this to be a pre-commencement condition to ensure foul and surface water sewerage disposal is in place before construction commences.

- 14 No development shall commence until details the measures to avoid or mitigate ecological impacts and provide ecological enhancements as recommended in the Extended Phase 1 Habitat Survey prepared by Corylus Ecology and submitted with the planning application have been submitted to and approved by the LPA and no dwelling shall be occupied until the approved measures have been undertaken.

Reason: This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national guidance and Policy GEN23 and GEN29 of the Arun District Local Plan. It is considered necessary for this to be a pre-commencement condition because of the need to ensure measures are in place to protect wildlife and habitats on site prior to any disturbance.

- 15 The details referred to in condition 1 shall include details of the materials and external finishes of the buildings, surfaces for roads/footpaths, means of enclosure and the parking of vehicles, and the provision of samples of such materials and finishes as required. Development shall be carried out in accordance with the approved details unless otherwise agreed with the Local Planning Authority.

Reason: To enable to the Local Planning Authority to control the development in detail in the interests of amenity in accordance with Policy GEN7 of the Arun District Local Plan.

- 16 No dwelling shall be occupied until refuse and recycling bins have been provided and space has been laid out for their storage in relation to that dwelling in accordance with details that shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter these areas shall not be used for any purpose other than the storage of refuse and recycling bins.
- Reason: In the interests of the amenity of occupiers of nearby properties in accordance with Arun District Local Plan Policy GEN7 and DEV26
- 17 There is a requirement that 25% of 1, 2 and 3 bed dwellings included as part of the development must be delivered to Lifetime Home standards.
- Reason: To ensure that part of the development allows for residents to remain in their own homes over the course of their lifetime in accordance with Policy H3 of the Yapton Neighbourhood Plan.
- 18 There is a requirement that the proposed reserved matters submission conform to the following range of dwellings: 1-bed dwellings: 10-15% of all dwellings; 2-bed dwellings: 25-35% of all dwellings; 3-bed dwellings: 45-55% of all dwellings; and 4+-bed dwellings: 5-10% of all dwellings.
- Reason: In accordance with Policy H2 of the Yapton Neighbourhood Plan in the interests of ensuring homes are provided to meet local demand.
- 19 No dwelling shall be occupied until space for that dwelling has been laid out for the parking of cars, motorbikes and cycles in relation to that dwelling in accordance with a drawing and schedule to be submitted to and approved in writing by the Local Planning Authority. These areas shall thereafter not be used for any purpose other than the parking of cars, motorcycles and cycles.
- Reason: In the interests of road safety and to accord with approved policy in accordance with Policy GEN7 of the Arun District Local Plan.
- 20 No development hereby permitted shall be commenced until a scheme for the location and installation of fire hydrants has been submitted to and approved in writing by the Local Planning Authority. For the purposes of this condition the scheme shall be in accordance with the Guidance Note: The Provision of Fire Hydrants and an Adequate Water Supply for Fire Fighting as published by West Sussex Fire and Rescue Services (as amended from time to time). No building hereby permitted shall be occupied until the fire hydrant(s) required to serve that building have been installed in accordance with the approved scheme.
- Reason: In order to provide adequate infrastructure for emergency services, in accordance with Policy GEN7 of the Arun District Local Plan. It is considered necessary for this to be a pre-commencement condition because of the need to ensure the safety of residents on the site.

- 21 At least 10% of the energy supply of the development shall be secured from decentralised and renewable or low carbon energy sources (as described in the glossary at Annex 2 of the National Planning Policy Framework, March 2012). Details and a timetable of how this is to be achieved for each phase or sub phase of development, including details of physical works on site, shall be submitted to and approved in writing by the Local Planning Authority before any development in that phase or sub phase begins. The development shall be implemented in accordance with the approved details and timetable and retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to secure on site renewable energy in accordance with national planning policy, in accordance with Policy GEN7 of the Arun District Local Plan.

- 22 Prior to the commencement of development, a strategy for the provision of the highest available headline speed of broadband provision to future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall take into account the timetable for the delivery of 'superfast broadband' (defined as having a headline access speed of 24Mb or more) in the vicinity of the site (to the extent that such information is available). The strategy shall seek to ensure that upon occupation of a dwelling, the provision of the highest available headline speed of broadband service to that dwelling from a site-wide network is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway. Unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure, the development of the site shall be carried out in accordance with the approved strategy.

Reason: To safeguard the amenities of residents in accordance with Policy 7 of the Arun District Local Plan. It is considered necessary for this to be a pre-commencement condition because the provision of broadband needs to be incorporated into the design for the site.

- 23 As part of the approval of the reserved matters application, the applicant shall include details of how the scheme will link with surrounding land. The links shown shall then be provided prior to completion of the development and retained in perpetuity.

Reason: To promote sustainable development by encouraging walking and cycling in accordance with policy GEN7 of the Arun District Local Plan and the National Planning Policy Framework.

- 24 Any works to the trees or vegetation clearance on site should only be undertaken outside of the bird breeding season which takes place between 1st March and 1st October. If it is believed that works are required within this time the written agreement shall be obtained from an ecologist who has inspected the proposed works within 24 hours of the works taking place.

Reason: In the interests of amenity in accordance with policy GEN7 of the Arun District Local Plan.

- 25 External lighting in association with the development should comply with Institute of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light Limitations for Exterior Lighting Installations for Zone E2.

Reason: In the interests of residential amenity in accordance with Policy GEN7 of the Arun District Local Plan.

- 26 Prior to occupation of any of the dwellings, an electric vehicle charge point shall be installed to serve each dwelling and this shall then be permanently retained and maintained in working condition.

Reason: New petrol and diesel cars/vans will not be sold beyond 2040, and to mitigate against any potential adverse impact of the development on local air quality, in accordance with Policy GEN7 of the Arun District Local Plan, policy QE DM3 (c) of the Arun Local Plan 2011-2031 Publication Version showing Modifications and the National Planning Policy Framework.

INFORMATIVE: Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.

The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.

INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

INFORMATIVE: Land uses such as general hardstanding that may be subject to oil/petrol spillages should be drained by means of oil trap gullies or petrol / oil interceptors.

INFORMATIVE: Due to surface water inundation issues in the Lidsey Catchment the applicant is advised to adopt, where appropriate, the measures in the table "Practical measures to reduce the potential impact of development". The applicant should look to protect the public sewerage system from inundation and infiltration, which contribute to flooding in unfavourable conditions.

INFORMATIVE: The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

INFORMATIVE: The applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Highway Officer (01243 642105) in order to commence this process.

INFORMATIVE: This development involves work to the public highway (strategic road network) that can only be undertaken within the scope of a legal Agreement or Agreements between the applicant and Highways England (as the strategic highway company appointed by the Secretary of State for Transport). Planning permission in itself does not permit these works.

It is the applicant's responsibility to ensure that before commencement of any works to the

public highway, any necessary Agreements under the Highways Act 1980 are also obtained (and at no cost to Highways England). Works to the highway will normally require an agreement or agreements, under Section 278 of the Highways Act, with Highways England.

Advice on this matter with regards the strategic road network can be obtained from the Spatial Planning Team, Highways England, Bridge House, Walnut Tree Close, Guildford, Surrey, GU1 4LZ. Email: planningse@highwaysengland.co.uk Tel. 0300 123 5000.

Case Officer: Michael Eastham

Date of Decision:

29 June 2018



Neil Crowther
Group Head of Planning

Arun District Council
The Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex BN17 5LF

IT IS IMPORTANT THAT YOU READ THE NOTES ATTACHED TO THIS DOCUMENT

APPENDIX 2

YAPTON NEWS ARTICLE

Yapton News

NOVEMBER 2019

Issue No 99



LAND TO THE WEST OF NORTH END ROAD AND SOUTH OF MAYPOLE LANE, YAPTON

RESERVED MATTERS APPLICATION FOR 45 DWELLINGS

INTRODUCTION

This is the second of two reserved matters applications that Redrow Homes is currently in the process of preparing – the other being Land to the south of Ford Lane and east of North End Road.

The application is being made pursuant to a Section 73 permission granted in June 2018 for up to 45 dwellings that varied an existing outline planning permission. The principle of development has therefore already been established and the reserved matters application will seek approval of the finer details relating to layout, scale, appearance and landscaping.

THE SITE

The site is 1.87 hectares in size which includes the strip of land forming the access on to Maypole Lane. The site comprises a paddock and is predominantly flat with hedgerows and trees along the boundaries. There is a collection of buildings that front onto North End Road that have been used as stables.

The site is bounded to the north by an open field and beyond by Maypole Lane, residential properties at 'Longacre', 'The Paddocks' and the Maypole Inn. The site is bounded to the south and west by open farmland. To the east the site is bounded by housing including Baytree Cottage, Park Cottages, Yapton Lodge and The Old Cottage and by North End Road.

THE PROPOSALS

The approved plans from the outline planning permission provide the framework within which the proposed development has been designed including the vehicular access, arrangement of uses within the site and location of public open space.

The main components of the scheme include:

- Demolition of existing stable buildings that front onto North End Road;
- 45 new homes which will comprise a range of 1, 2, 3 and 4 bedroom properties;
- 30% of the housing will be affordable housing – 14 units in total (75% rented and 25% shared ownership);
- Off-street parking to all properties and garages will be provided to all 3 and 4 bed dwellings;
- Vehicular access to the site to be taken off of Maypole Lane to the northern boundary;
- Pedestrian and cycle link to be provided to North End Road and potential future link to land to the south;
- Public open space including a play area for children;
- Drainage features to be incorporated into the design of the site to ensure surface water is managed in a sustainable way, while reducing the risk of flooding to the site and elsewhere;
- Measures to avoid or mitigate ecological impacts arising from the development; and
- The provision of ecological enhancements throughout the site.

A plan of the proposed site layout is provided to illustrate the proposals which have been sensitively designed to provide a high quality and sustainable development.



LAND TO THE SOUTH OF FORD LANE/EAST OF NORTH END ROAD, YAPTON

RESERVED MATTERS APPLICATION FOR 100 DWELLINGS

INTRODUCTION

Redrow Homes are currently in the process of preparing a reserved matters application for a new residential development on land to the south of Ford Lane and east of North End Road.

The application is being made pursuant to an outline planning permission granted in January 2018 for up to 100 dwellings. The principle of development has therefore already been established and the reserved matters application will seek approval of the finer details relating to layout, scale, appearance and landscaping.

The application forms the first of two reserved matters applications that Redrow Homes will be submitting to Arun District Council – the other being Land to the west of North End Road and south of Maypole Lane.

THE SITE

The site comprises a 6.7 hectare field between North End Road, Ford Lane and a public footpath (No.358). A public footpath (No.357) crosses the site diagonally from its south-eastern tip (where it joins public footpath 358) to the north-western corner where it connects to Ford Lane. A plan is provided to show the location of the site in Yapton.

THE PROPOSALS

The approved plans from the outline planning permission provide the framework within which the proposed development has been designed including the vehicular access, arrangement of uses within the site, location of public open space and strategic landscaping.

The main components of the scheme include:

- 100 new homes which will comprise a range of 1, 2, 3 and 4 bedroom dwellings;
- 30% of the housing will be affordable housing, including 75% rented and 25% shared ownership;
- Building heights to be predominantly 2 storeys in height with some 3 storey properties;
- Off-street parking to all properties and garages will be provided to all 3 and 4 bed dwellings;
- Vehicular access to the site to be taken off of Ford Lane to the northern boundary;
- Pedestrian and cycle link to be provided to North End Road and all existing public rights of way to be retained;
- Extensive areas of public open space including equipped play areas for children;
- Sustainable urban drainage features to be incorporated into the design of the site to ensure surface water arising from the development is managed in a sustainable way, while reducing the risk of flooding to the site and elsewhere;
- Measures to avoid or mitigate ecological impacts arising from the development; and
- The provision of ecological enhancements throughout the site.

A plan of the proposed site layout is provided to illustrate the proposals which have been sensitively designed to provide a high quality and sustainable development.

[illegible]



WHAT HAPPENS NEXT

Your views are important to us and we would appreciate if you could take the time to review the proposals and provide us with your comments prior to the submission of the application to the Council. If you wish to comment, please send these to us by 27th November 2019 to the following email address:

yapton@pegasusgroup.co.uk

All comments received will be carefully reviewed and considered by the development team in the process of finalising the design for the proposed development.



45dwg P19-0575 / 100dwg P19-0572 | October 2019

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Prepared by Pegasus Planning Group

APPENDIX 3

RESPONSES TO YAPTON NEWS ARTICLE

Rob Riding

From: [REDACTED]
Sent: 19 November 2019 12:22
To: Rob Riding
Subject: Planning objection comment

Follow Up Flag: Follow up
Flag Status: Completed

What provisions have been decided for new doctors surgeries and schools? I notice you have not mentioned these. You should not be building houses where there will be no access to these facilities. The surgery in Church road is already unable to cope. I look forward to hearing your solution.

[REDACTED]

Rob Riding

From: [REDACTED]
Sent: 19 November 2019 13:20
To: Rob Riding

Follow Up Flag: Flag for follow up
Flag Status: Completed

I would not vote in favour of your building 100 houses Maypole Lane/North End Road area of Yapton. I chose to live in a village not a town. Yapton is gradually losing its village image and all because of new houses being built. what about schooling for children, doctors etc. not forgetting the extra large amount of traffic 100 houses will cause.

I agree people have to have places to live but why aren't derelict houses, large houses turned into places for people to live?

NO, NO, NO .more new building.

Rob Riding

From: [REDACTED]
Sent: 19 November 2019 19:30
To: Rob Riding
Subject: Land South of Ford Lane /East North End Rd 45 Dwelling Application

Follow Up Flag: Flag for follow up
Flag Status: Completed

To whom it may concern...

As a resident of the [REDACTED]
[REDACTED] can you answer the following points please?

1. What materials will be used for the boundaries alongside our drive and behind our garages? If wooden fencing who is responsible for future maintenance/ replacement ? (the images in the Yapton News are not clear)
2. What type of street lights will be use, with regard to light pollution? Will they be on a timer or on all night?
3. Who is responsible for the upkeep of the green spaces?
4. Will the materials from the demolished buildings (flint and Slate) be recycled and or re-used?
5. How close to our boundary will any 3 story dwellings be?
6. What will happen to the bus stop?
7. Will Maypole Lane be widened and a footpath put in?

Thank you

[REDACTED]

[REDACTED]

Rob Riding

From: [REDACTED]
Sent: 20 November 2019 08:37
To: Rob Riding
Subject: COMMENTS

Follow Up Flag: Follow up
Flag Status: Completed

Good Afternoon,

We have viewed the proposed planning applications in the current Yapton News (November 2019); and it would like it noted that we strongly disagree with both plans.

We have objected time and time again but the council just do not take on board what us and other Yapton residents are telling them.

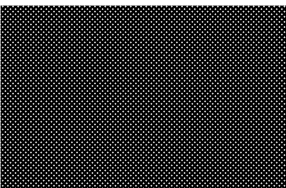
No more houses should be built within Yapton.

The roads just cannot take the extra traffic we live along [REDACTED] and the traffic is continuous with constant queues outside our house that go back way beyond the school when the gates at Yapton are down. When the gates go up if sitting in our car we can wait sometimes up to 15 minutes to be able to leave our care safely as the cars stream by (most of them speeding!). Also, to drive pass the school and also along Church Lane well this is sometimes nearly impossible...too much traffic!!

If these house are built there will be even more cars...common sense should prevail do not build more houses!!!!!!

We understand that Yapton school cannot take any more pupils and the local doctors and dentist are struggling to accept new patients. There also no jobs for new residents and not many local shops.

Both entrances/exits proposed on Maypole Lane and Ford Lane are in absolutely ridiculous dangerous places whoever is drawing up these plans obviously do not know the area or the roads.



Rob Riding

From: [REDACTED]
Sent: 22 November 2019 10:44
To: Rob Riding
Cc: [REDACTED]
Subject: Ford Lane - 100 dwellings

Follow Up Flag: Follow up
Flag Status: Completed

As requested I have reviewed your proposals as outlined in the Yapton News and make a few comments below.

1. Your drawing does not show the Crayfern houses currently being built on North End Road, beside the Orchard Business Park. It would be helpful if these were added so it is possible to see the density of housing proposed in the neighbourhood.
2. My understanding is that in the Outline Planning permission approved by the Inspector, there is to be a verdant "buffer" to shield the houses in Church Lane. I can't see that on your proposed plans. I believe the trees are supposed to be planted prior to any building begins.
3. Its not clear to me where are the 2 and 3 storey dwellings. Currently as you drive along Ford Road there is a beautiful view of fields, open sky and the Church in the distance. The banks are quite high so 3-storey dwellings would be extremely imposing. Equally, people living in Church Lane would not want to be overlooked by tall dwellings.
4. Play areas are mentioned, but its not clear to me exactly where they are and what that entails i.e. is it just green space or do you plan to install a playground with swings etc?
5. Do you intend to put in any sort of pavement around the site? For example, there is currently no pavement in Ford Lane where there is no speed restriction and plenty of traffic. The crossroad of Ford Lane and North End Road is currently dangerous and no pavement or crossing. Is there any plan to make this area safe for families and children, especially children on bicycles?
6. I don't know what, if any, Section 106 Agreement between the original owner and the Council has been implemented. Perhaps you can enlighten me on this score. The main concern is the obvious increase in population and the squeeze on school places, doctor's surgeries etc. Currently the parking at school times on North End Road (which is now a mud bath on the grass verge) and all the way down Church Lane means it is difficult to drive in and out of Church Road and Church Lane at those times.
7. It does appear that the houses will be varied rather than one sort of block of ugly houses like the new houses at Tangmere. If the character of the village is to be changed and our green fields and views demolished, then it would be appreciated if there could be some sensitivity and charm in any new development.
8. If planning is approved, when are you likely to start the building work and how long is it anticipated to take?

I am copying this to [REDACTED] of the Parish Council Planning Committee as I am sure you are in contact with her and most probably my few concerns are already being discussed and there will be a satisfactory outcome.

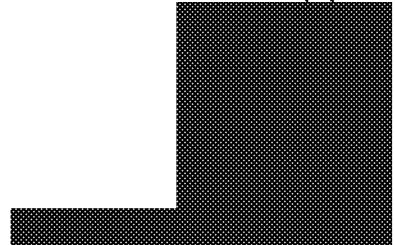
Many thanks for giving us the opportunity to comment.

[REDACTED]



Arun District Bridleways Group

Please reply to:



To: Redrow Homes
Part of the Pegasus Group
Submitted via email to yapton@pegasusgroup.co.uk

23 October 2019

Dear Sirs

Re: Your Sites (1) West of North End & South of Maypole Lane, Yapton
(2) East of North End & South of Ford Lane, Yapton

In liaison with Yapton Parish Council, and as a Yapton resident myself, I have been trying very hard as part of the planning process around the many sites that have come forward in the village to redress the current negligible provision for safe off-road routes available to cyclists and horse riders. Unfortunately, virtually every public right of way on the coastal plain recorded upon the Definitive Map is only of footpath status. The lack of routes at bridleway status on the coastal plain is outlined in the West Sussex Rights of Way Management Plan 2018-2028, in West Sussex Transport policy and Arun District Transport policy. Yapton PC invited me to be on the Steering Group for the revision of the Yapton Neighbourhood Plan which is underway at the present time, and this new plan will contain a map of desired multi-user routes.

The vast increase in traffic upon the local roads now means that the situation is critical. Therefore, wherever possible, we would like to see routes provided that are available to all on a non-discriminatory basis, to both enable greater opportunities for leisure pursuits suitable to a rural village and sustainable transport options.

Yapton looks to be losing several small stables or livery yards to development. Your site (1) above is one of these. When this happens, those people who previously kept their horses there are forced to find other places, putting increased pressure on local availability. It would therefore be very kind if Redrow would do something to help the local equestrian community to thrive to help redress this. In that regard, may I please request that the "potential future link to land to the south" is a bridleway, not just a walk and cycle path. Yapton PC have been actively negotiating this with Seaward and others. This will enable equestrians and others to avoid the narrow and busy North End Road which is very dangerous, particularly at school drop off and collection times. Where they emerge from your site onto Maypole Lane, they can use the bridleway railway crossing north of the Maypole pub to Lake Lane, or return to North End Road further north where it is less congested.

Turning now to your site (2) above, south of Ford Lane. Equestrians have a scheme entered on the West Sussex County Council Walk & Cycle Strategy as scheme E1, which is a multi-user bridleway route north from Church Lane to enable people to access Binsted, Walberton and onwards to the South Downs National Park. Currently such routes are entirely lacking. The southern end of this route is along FP 358, along the line of trees through the green space of your site. Again, if Redrow could see their way to making a multi-user route through their site and via an upgraded FP 358 to bridleway status between the two highways Yapton Lane and Ford Lane that would make a very valuable and appreciated contribution towards achieving this E1 route.

Thank you for the opportunity to comment upon these two sites. I very much hope that Redrow will be amenable to making these changes which will have an overall and long lasting benefit to Yapton residents.

Please note in relation to points made in this letter, the West Sussex County Council Rights of Way Management Plan

https://www.westsussex.gov.uk/media/11362/row_management_plan.pdf
(in particular pages 6, 7 and the two paragraphs at the bottom of page 9),

and the current Arun District Local Plan

<https://www.arun.gov.uk/download.cfm?doc=docm93jijm4n12855.pdf&ver=12995>
see para. 15.1.1 on page 225, (which refers also to the West Sussex Transport Plan), the need for bridleway routes between the coast and the SDNP, and para. 15.2.5 on page 229, referring to the aspiration of making the district exceptionally good for things that are best off road like ... horse riding & cycling.

Please do not hesitate to contact me if I can provide any further assistance.

Yours sincerely



– Arun District Bridleways Group

From: [REDACTED]
To: [Rob Riding](#)
Subject: Comments on proposed development at Yapton
Date: 25 November 2019 23:47:57

Dear Sir or Madam,

RE: Land to the South of Ford Lane/East of North End Road, Yapton.

I am writing with regard to the above development proposal as published in the "Yapton News."

We are the owner/occupiers of [REDACTED]. I am also writing to you on behalf of [REDACTED] who live in the adjoining property, [REDACTED]. Our two households are on the [REDACTED] boundary of the development area.

We moved here over 35 years ago looking for a more rural way of life. We chose these properties for their location on the outskirts of the village, and particularly for the beautiful outlook over open fields where we could walk our dogs. Having no immediate neighbours made this an ideal residence for the peace and privacy that we all desired.

I am sharing this information in order to help you to understand how devastating your proposals are for our families. They are, in fact, the worst possible.

Given that ours are the only properties [REDACTED] I find it quite astonishing that you would consider building right up to and all around our boundaries - especially when there is an abundance of undeveloped land to the east and south where these properties could be sited without discomforting anybody.

The text accompanying your outline states that this layout has been "sensitively designed." I respectfully submit that this is hardly the case.

Should this development go ahead as proposed, I also have concerns about possible sources of conflict with proximal neighbours.

We have several large mature trees on the boundaries and I can foresee the inevitable leaves/light issues.

We use solid fuel for our primary heating (North End Road is not on the gas main) and I do a lot of logging with a chainsaw and log-splitter. This will certainly be a noise-nuisance to neighbours.

I also use the workshop next door for working with wood and metal.

The "paddock" adjacent to [REDACTED] is no longer used for ponies and is now kept as a rough lawn. This needs cutting with a tractor-mower weekly from Spring to Autumn.

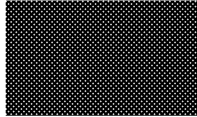
I can foresee that all these essential activities are going to be unpleasant - possibly intolerable - for close neighbours.

Selling up and moving elsewhere is not an option for us as [REDACTED] are both in their eighties and in frail health and, realistically, I doubt if there would be much interest in period cottages with an ongoing building-site at the bottom of the garden for an indeterminate number of years. Effectively, we are stuck.

In conclusion, I hope you will look kindly on the issues I have raised and respectfully request that you consider reassessing the layout of this development to accommodate the needs of our households. At the very least, I would hope that the two properties immediately to the rear of [REDACTED] garden could be relocated, thus preserving something of the outlook and privacy to which they are accustomed.

Thanking you for your kind attention.

Yours faithfully,

A black rectangular box used to redact the signature of the sender.

From: [REDACTED]
To: [Rob Riding](#)
Subject: planning application for development off Maypole lane
Date: 26 November 2019 21:46:28

Dear Sir/Madam,

I am writing as a concerned resident of Maypole Lane, with regards to both the access required, and the nature of the increased traffic, resulting from the proposed development which will lead to an extra hundred cars travelling backwards and forwards on a single country lane, without any footpath for the pedestrians and a current speed limit of sixty mph.

There is limited width for normal cars let alone any construction traffic. There are no laybys and vehicles often struggle to pass each other, and currently our driveway is the only hard surfaced passing place in the whole of Maypole lane.

There have as yet been no plans shown to cater for this extra volume of traffic, and considering the Maypole Pub (the only pub in Yapton) attracts many walking pedestrians, this is a matter of real concern.

Many dog walkers and cyclists use Maypole lane to cross the pedestrian railway crossing at the end of Maypole lane in order to get to lake lane.

Any lorries currently have to reverse down Maypole lane as there is no place for them to turn round. This obviously causes a level of chaos in the lane.

What I would like to understand why with a perfectly good access on North End Road via the stables, with very good visibility splays, you have chosen to use this for pedestrian and cycle access only.

Surely it would be sensible to consider shared access between the stables and Maypole lane onto the development.

Also, your plan only caters for a pedestrian and cycle link between yours and the future neighbouring development to the South. Why is there no vehicular access? Surely it would be practical to link the sites.

I would really appreciate your feedback on these concerns,

Yours faithfully,

[REDACTED]

From: [REDACTED]
To: [Rob Riding](#)
Subject: North End Road/Maypole Lane Development
Date: 26 November 2019 19:28:55

Dear Sir/Madam

Please find below our views with the above proposed development:-

- There is no proposed footpath along Maypole Lane for pedestrians that are using the Maypole Inn, using the footpath that crosses the railway (this is frequently used by people working at the nurseries in Lake Lane). This is also a regular route for dog walkers and cyclist alike.
- There are no proposed laybys down Maypole Lane.
- Drivers currently use our driveway (Croft Cottage) as a layby as this is the only hardstanding area that drivers are able to pass.
- Maypole Lane is currently a single track lane and is not suitable for another 80 cars that the development would bring.
- Maypole Lane is currently a 60MPH speed limit which would be dangerous with the extra traffic.
- I strongly feel that vehicular access should be directly off North End Lane by the old stables and pedestrian/cycle access would be better suited to Maypole Lane.
- The crossroad junction Maypole Lane/Ford Lane/North End Road is currently dangerously busy at peak time, especially when the train gates are down for an extended period. This causes gridlock on a daily basis already.
- Currently any articulated lorries have to reverse down Maypole Lane, which causes congestion at the crossroads. This would be exacerbated with construction traffic if the access is granted for Maypole Lane.

Kind regards

[REDACTED]

Sent from [Mail](#) for Windows 10

From: [REDACTED]
To: [Rob Riding](#)
Subject: Street Buildings, North End Road, Yapton
Date: 27 November 2019 15:34:01

Dear Sirs

I am writing in response to the article that appears in the November issue of Yapton News inviting comments on your pre-application consultation for a reserved matters application relating to this site.

I should firstly say that, as the only information shown in the article is a small scale layout plan, this is not really adequate to enable other than general observations on what you propose.

It is hoped that the houses will be designed in a sympathetic style, with high quality external finishes that reflect the character of this part of the village. I would like to see stock brick and/or flint faced elevations with clay tiled roofs throughout, to include the garages.

In my opinion the access at the north western corner of the site onto Maypole Lane looks somewhat tortuous and of minimal width to adequately serve a development of 45 dwellings, although I appreciate that outline permission was granted on the basis of a 5.5m wide shared access in this position. However, condition 7 of the outline consent required the provision of passing spaces in Maypole Lane and I cannot see any such provision on the small scale layout plan that has been published. Maypole Lane is very narrow, with a restricted width of adopted highway, and it must be questioned whether there is adequate width to enable such passing places to be provided within the confines of the highway.

It is noted that there are to be pedestrian and cycle links, both onto North End Road and through to any adjoining development to the south. With regard to the latter, it would be a great benefit if the access to the south was for a multi-user route, to include use as a bridleway as well as for pedestrians and cyclists and that such a route should extend through all the developments along the west side of North End Road from Maypole Lane to the B2233 Main Road at the southern end.

In view of the limited information supplied, this is all I feel I can say at this stage but would appreciate receiving greater details in due course once they have been worked up.

Regards.

[REDACTED]

From: [REDACTED]
To: [Rob Riding](#)
Subject: Road Names.
Date: 02 December 2019 13:38:56

Hi. Some while ago, Arun District Council sent a memo to Yapton PC regarding road names.

It suggested local councils/schools could suggest naming roads on new developments.

Our local Primary School (I am a Govenor) is very interested for the children to take part.

Is this possible and if so how would they go about it?

One of the suggestions is ' Names of Yapton Men ' killed in the two world wars.

Regards [REDACTED]

From: [REDACTED]
To: [Rob Riding](#)
Subject: Yapton development proposals
Date: 18 January 2020 17:24:56

Dear Sirs

I note your designs for 2 developments in Yapton as published in Yapton News Nov 2019.

Comments as follows:

Land to south of Ford lane -

Design- it is disappointing to note that there are no provision for single storey bungalows at this development. With an increasing elderly population and desire to remain in own homes it would be beneficial if these were allowed for in the development. It would also ensure that the views to the South Downs could still be enjoyed. Perhaps a series of dormer bungalows with downstairs accommodation and bathrooms could be provided.

For the same reason of views it is not desirable to have 3 storey buildings unless they are positioned towards North End Road and the Business Park.

The houses shown at the south end of the site are facing the rear of the properties in Church Lane. I can't reference the numbers as the drawing is too small. This is highly undesirable and see no reason why they could not be turned through 90 deg to face north-east.

It is not clear what is planned for the green space at the south end of the site. Is it to be landscaped with trees/shrubs?

It is difficult to ascertain the design of the buildings, but there is a lot of red colour. A modern 'town' design does not sit harmoniously with the rural landscape and the conservation area and church which leads to/from the site. More muted colours of grey and buff with some rendering and flint would be more appealing in this landscape.

Land to west of North End Road and south of Maypole Lane -

Access - I note that the proposed access is to Maypole Lane. This is currently a narrow lane with no passing places and is used extensively for visitors to The Maypole public house and the dwellings further along the lane. There is no mention of improving Maypole Lane to accommodate the increased traffic flow.

Connectivity - this site is one of 5 developments planned for North End Road in a line going south towards the B2233.

In order for the habitation to connect together there should be a footpath at the southern boundary which would eventually join with the footpath network behind the primary school and continue across each development to the B2233.

Otherwise the residents are 'cut-off' from the surrounding countryside and only have North End Road to walk along.

Ecology - it is not clear whether additional tree planting will be included in the scheme which should be a necessity.

I realise that these comments should have been submitted earlier, but

circumstances prevented this.

regards

 (Yapton resident)