

2 Downview Road, Yapton, BN18 0HS:

## Proposed Terrace of Three Houses – Design and Access Notes

This statement has been prepared in support of the revised planning application for the erection of a terrace of three dwellings following the withdrawal of application Y/5/26/PL.

The revised proposal has been carefully reconsidered in response to concerns raised during the consideration of the earlier scheme. The current application represents a materially reduced and amended form of development which seeks to address matters relating to density, spacing, parking provision, private amenity space and the relationship of the development to the surrounding street scene.

### Design Evolution and Site Context

The previous proposal was considered likely to result in overdevelopment of the site, principally in relation to:

- Feeling of openness in the street;
- Relationship with the highway verge;
- Distances between facing buildings across the street;
- Provision of private external amenity space; and
- Car parking provision.

The revised proposal responds directly to these concerns through a reduction in the scale and density of development and a revised site layout. The site occupies a corner position and forms part of a varied residential area characterised by a mixture of detached, semi-detached and short terrace forms of development. The current proposal has therefore been revised to reflect the established pattern of development within the surrounding area and resulting in a less intensive form of development.

### Street Scene and Openness



The revised scheme positions the proposed dwellings further back from the highway frontage than the earlier proposal, thereby improving the spatial relationship between the development and the

street scene. The revised layout introduces increased spacing and softer landscaping opportunities which reduce the visual impact of the development when viewed from the surrounding roads. Following the transfer of land from WSCC Highways in 1981, a covenant required the erection and maintenance of a fence along the frontage boundary. Over time, the original boundary treatment was supplemented and effectively replaced by hedge planting positioned slightly behind the frontage line. The planting matured beyond its original intended scale, with parts developing and contributing to the enclosed character of this section of the street scene and provided a degree of visual screening from surrounding development. The previous application proposed a more continuous form of terrace development which differed from the prevailing pattern of built form along the north side of Burndell Road, where shorter terraces and spacing between groups of dwellings contribute to a greater sense of openness within the street scene. The revised proposal has therefore sought to respond more closely to this established character and pattern of development. Overall, the revised development is considered to follow the pattern set by the adjoining houses on the north side of the Burndell Road and provide a more appropriate relationship with the surrounding built form and to preserve the character and appearance of the locality.



The matter of encroachment onto the highway verge was caused by both differences and errors in the Ordnance Survey mapping used by WSCC Highways and the new proposal takes account of the legal land transfer and of the actual positions of features on the ground.

## Distance Between Facing Buildings

The revised siting of the terrace improves the relationship between the proposed dwellings and neighbouring properties, including Ryebank Walk.

Although the separation distance remains slightly below 16 metres at its closest point, on average the revised proposal positions the building more than 2 metres further from the roadway than Ryebank Walk and achieves a relationship comparable to existing built form within the locality.

In addition, upper-floor side-facing windows serving the elevation facing Ryebank Walk are limited to bathrooms and other non-habitable rooms, thereby significantly reducing opportunities for

overlooking and protecting neighbouring residential amenity. The only window in the ground floor serves a kitchen.

## Private External Amenity Space

The reduction from the previous scheme to three dwellings has enabled a significant improvement in the provision of private external amenity space.

Each dwelling is provided with usable and functional private garden areas appropriate to the scale and type of accommodation proposed. The revised arrangement provides a clear improvement over the earlier proposal and is considered sufficient to meet the reasonable day-to-day needs of future occupants. It is worth noting that the revised layout also provides private garden areas that are notably more generous than those associated with the Ryebank Walk development opposite.

In addition, the site benefits from extremely close proximity to existing extensive public recreation space and local community facilities within walking distance.

## Car Parking Provision

The proposal provides two off-street parking spaces for each of the proposed dwellings together with parking provision for the existing dwelling and an additional visitor parking space.

The development comprises a modest residential scheme and is not anticipated to generate a material increase in vehicular movements beyond those typically associated with a low-density residential use.

The proposed access arrangement has been designed to provide safe and convenient vehicular and pedestrian access in accordance with the requirements of the local highway authority. Appropriate visibility splays can be maintained and sufficient on-site turning provision has been incorporated to allow vehicles to enter and leave the site in a forward gear.

The revised site layout has additionally positioned the dwellings further back from the highway frontage, improving the spatial relationship between the built form and the street scene whilst allowing for enhanced landscaping and reduced visual enclosure adjacent to the highway. Given the limited scale of the proposal and the relatively low level of anticipated trip generation, the development is not considered likely to result in any severe residual cumulative impact upon highway safety or the operation of the local road network, consistent with the guidance contained within the National Planning Policy Framework.

## Sustainability and Accessibility

The site is situated in a highly sustainable position within Yapton, with a range of everyday amenities located approximately a four-minute walk (circa 350 yards) away, including a Co-op, pharmacy, fish and chip shop, butcher, hair salon and village hall. In addition, there are several nearby bus stops offering regular services east towards Littlehampton and west towards Chichester. Given this level of accessibility, future occupants would have realistic alternatives to private car use. Furthermore, as time moves on and the use of autonomous vehicles becomes more prevalent, it is reasonable to anticipate a reduced reliance on private car ownership, further supporting a more flexible approach to parking provision in this location.

## Conclusion

The revised proposal has been carefully amended following review of the previously withdrawn application and seeks to respond positively to the concerns previously identified.

The reduction in the scale and density of development, together with the revised layout, increased spacing, improved amenity provision and enhanced parking arrangements, results in a more balanced and appropriate form of development for the site.

The proposal is considered to represent a modest and sustainable residential scheme that respects the established character of the area whilst providing acceptable living conditions for both existing and future occupants.