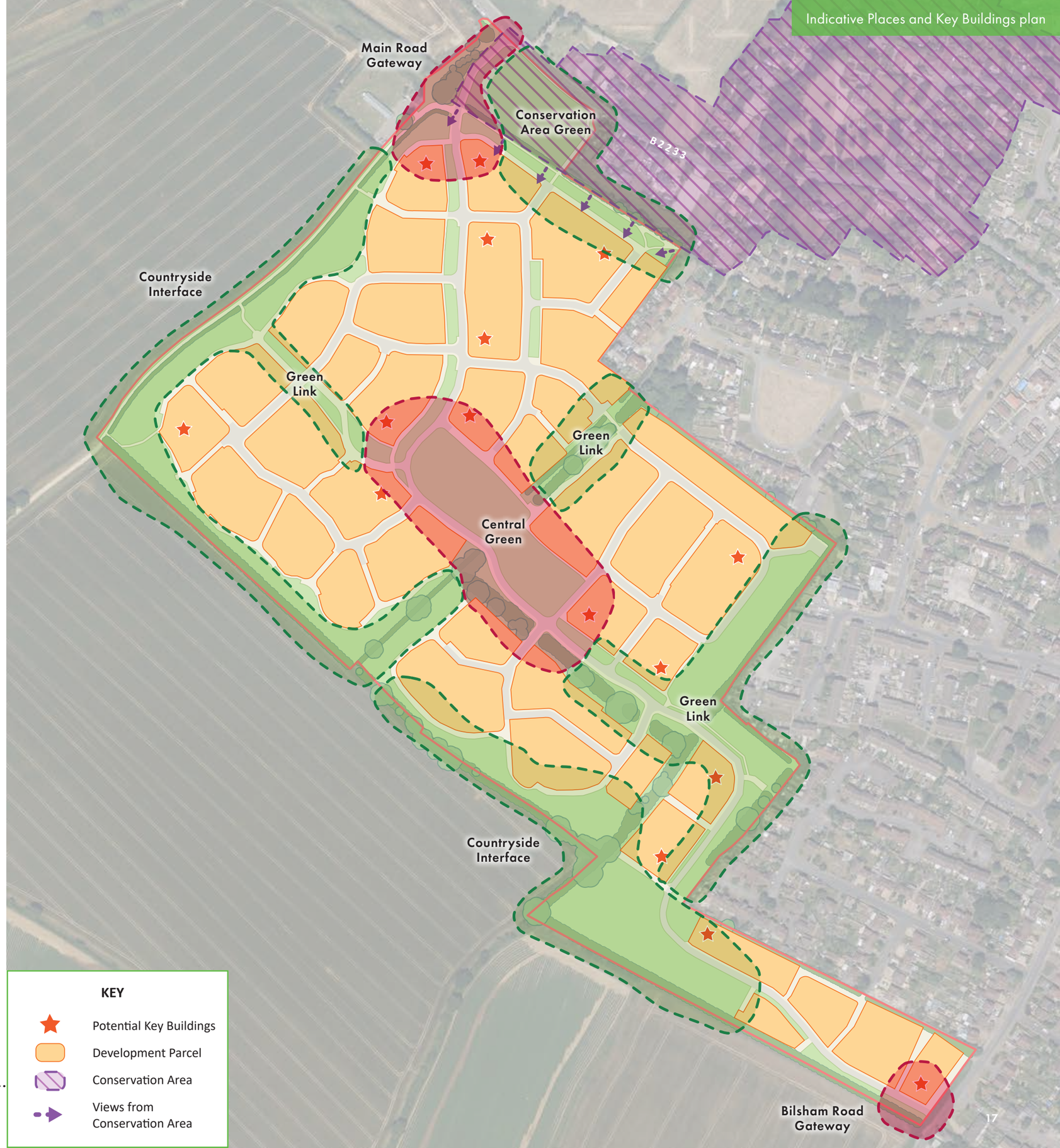
5.0
OVERVIEW

5.7 PLACES AND KEY BUILDINGS

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

Key buildings should be located through the site to:

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


Indicative Places and Key Buildings plan

5.0
OVERVIEW

5.8 BUILDING TYPOLOGIES

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

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

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

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

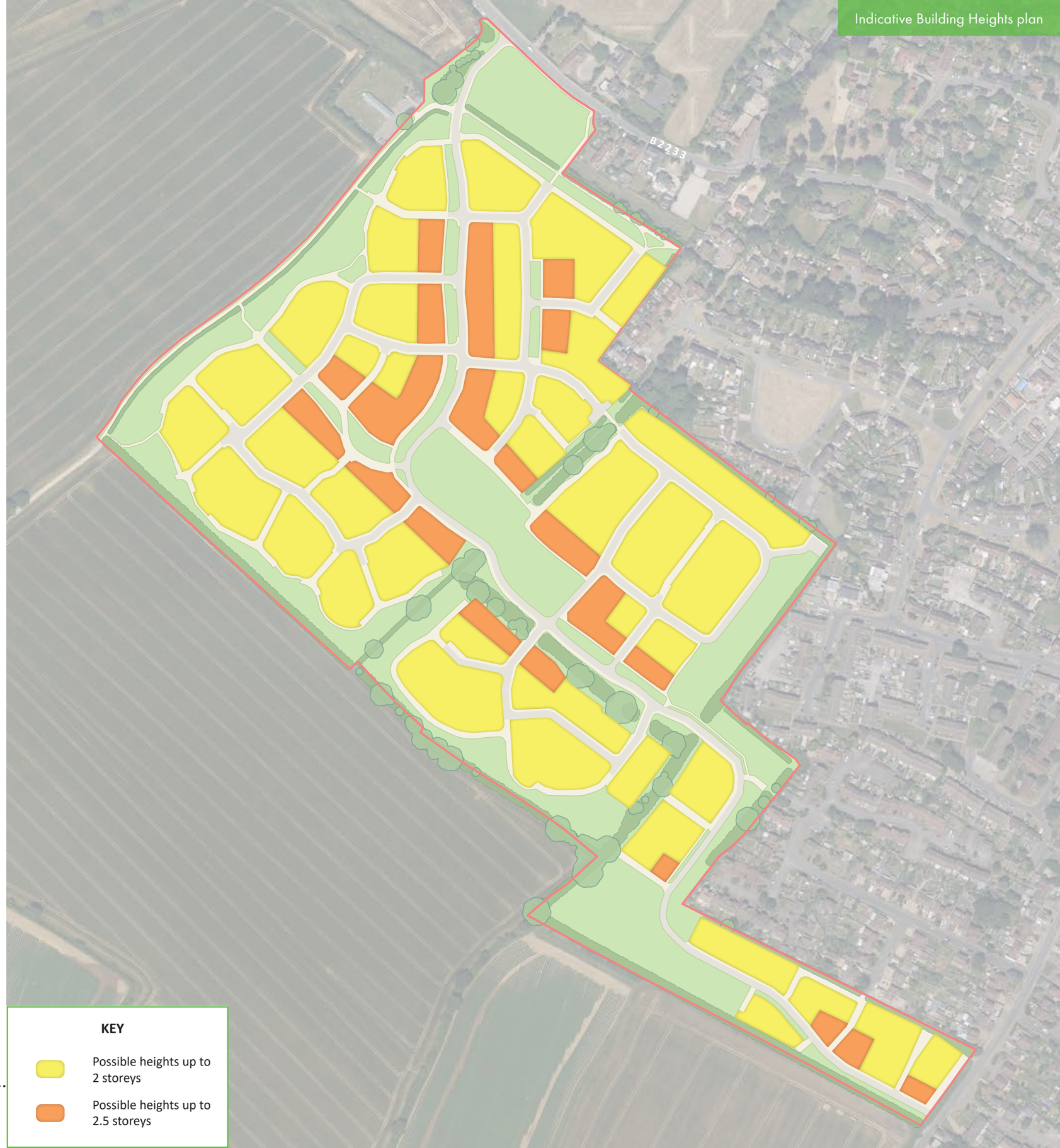
5.9 BUILDING HEIGHTS

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

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

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

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



5.0
OVERVIEW

5.10 ROAD TYPOLOGIES PRINCIPLES

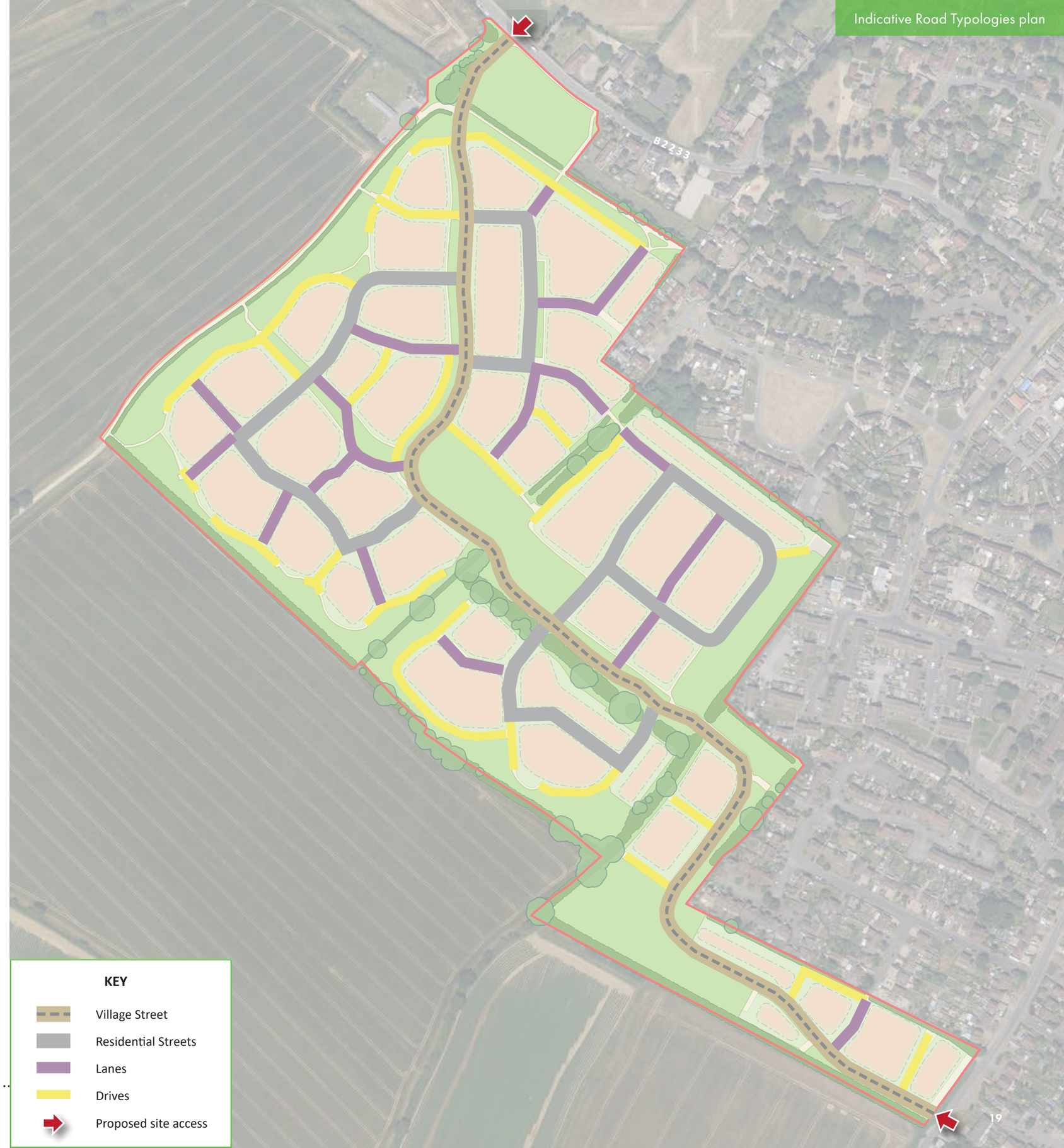
The outline masterplans provide a hierarchy of streets and spaces which respond to the context of Yapton Village.

VILLAGE STREET
(RESIDENTIAL SPINE ROAD)

RESIDENTIAL STREETS

LANES

DRIVES



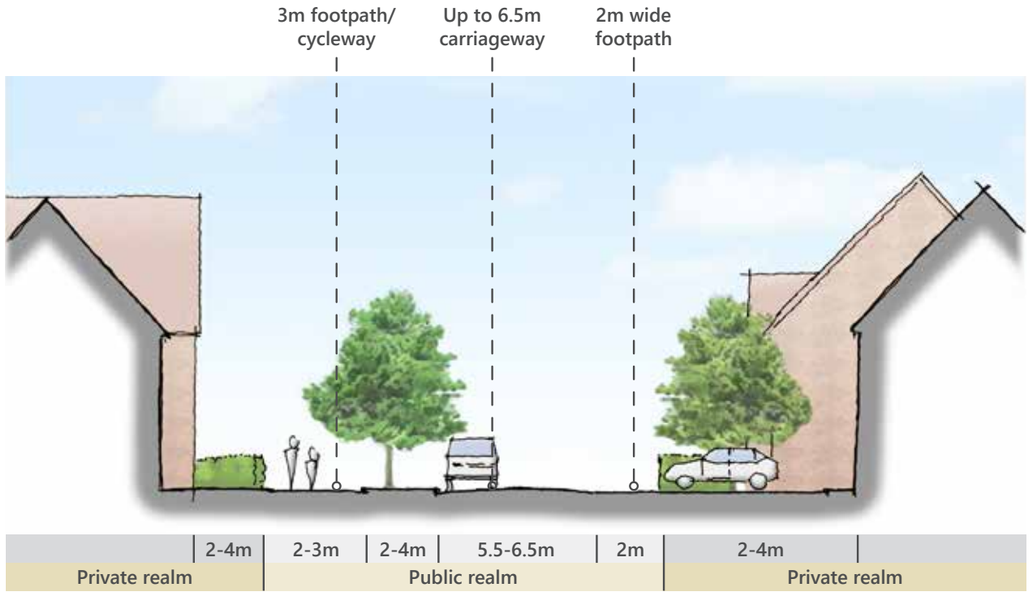
5.0
OVERVIEW

5.11 VILLAGE STREET

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

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

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



Indicative illustrations of Village Street

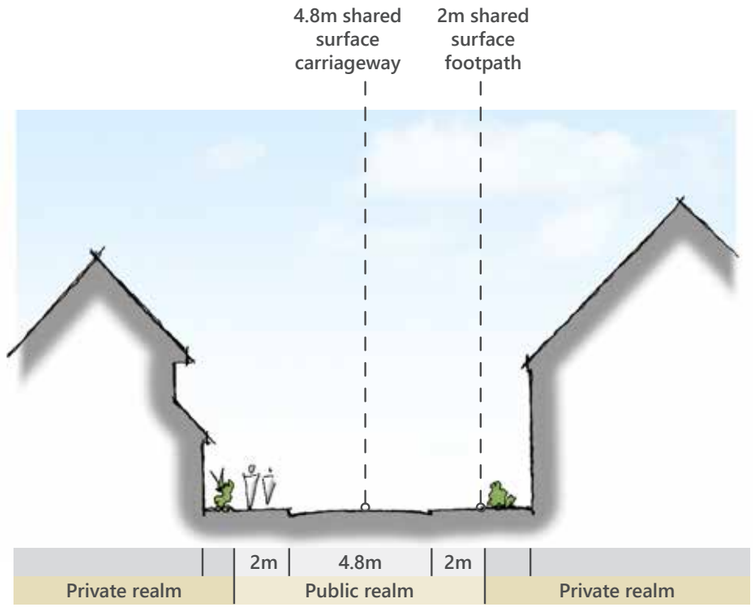
5.0
OVERVIEW

5.12 RESIDENTIAL STREETS

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

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

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



Indicative illustrations of Residential Streets

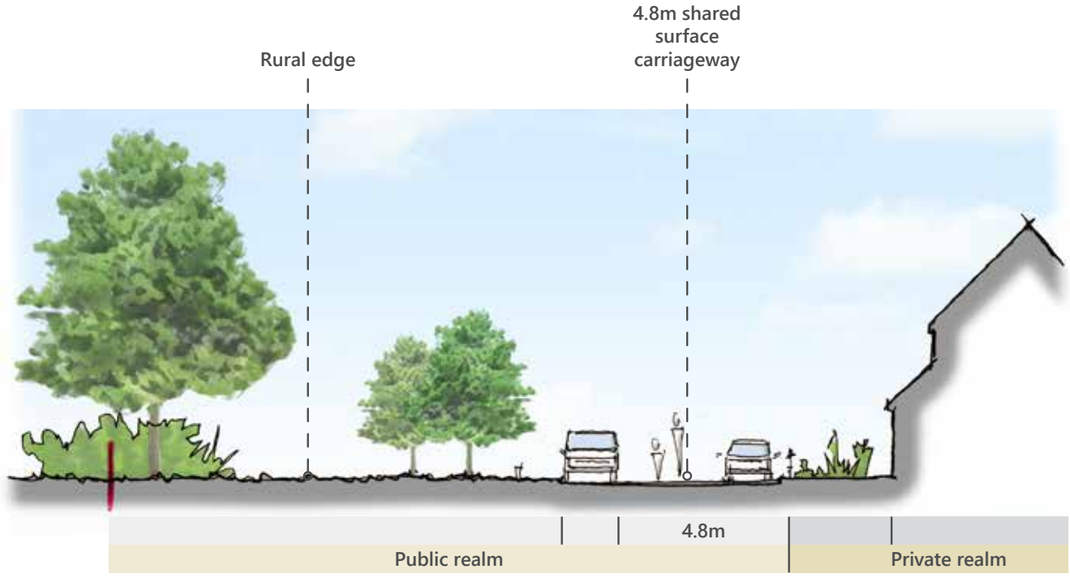
5.0
OVERVIEW

5.13 LANES

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

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

Carriageway	4.8m tarmac carriageway to adopted areas.
Pavements	2m tarmac low kerb footpath to one side of adopted areas.
Junctions	Raised junctions delineating public and private areas and paviour crossovers in footpath routes.
Verges	2m verge to one side of adopted areas.
Landscaping	Mix shrubs, hedges and small trees to private areas.
Street lighting	West Sussex approved posts to adopted areas. low level bollard lighting to private areas.
Service corridors	2m service marging to one side in adopted areas.
Private / Public Realm	2-4m frontage depths edged with landscape.
Visitors car parking	Visitor bays within frontage parking, set into verges or on footpath side where in adopted areas.



Indicative illustrations of Lanes

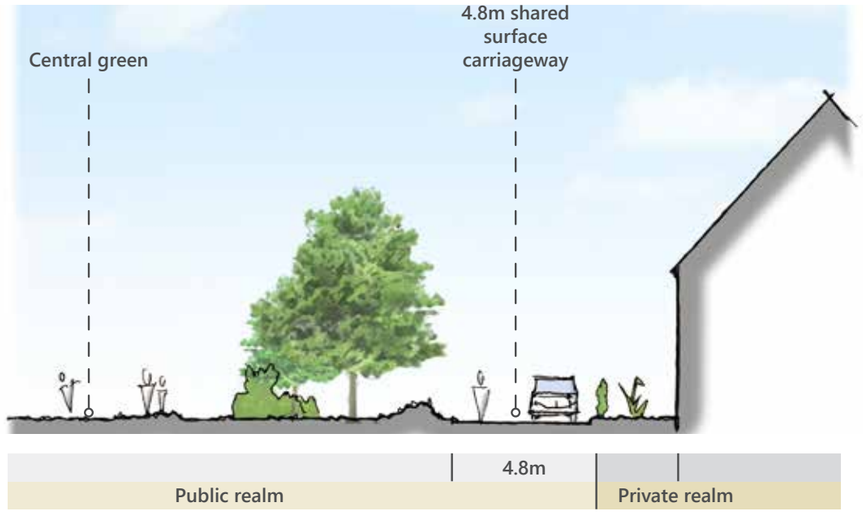
5.0
OVERVIEW

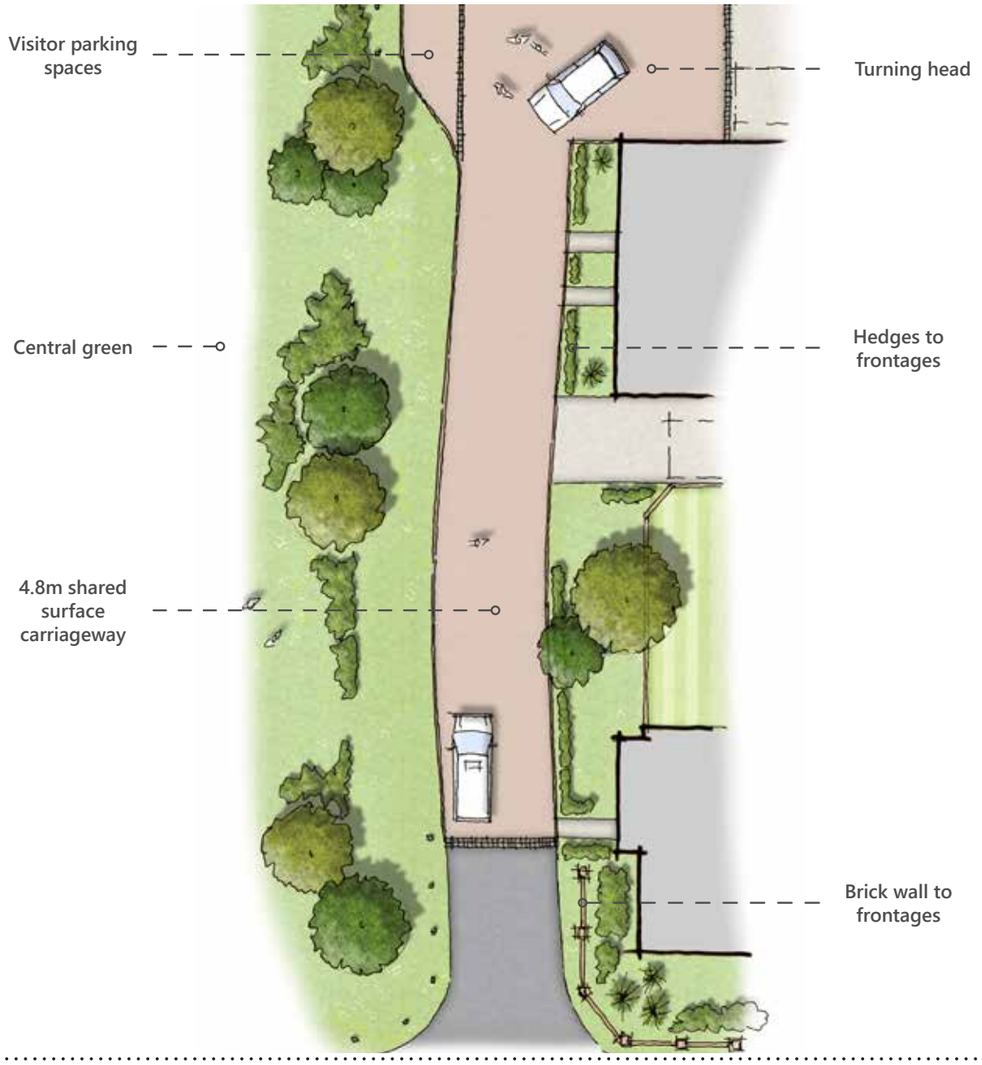
5.14 DRIVES

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

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

Carriageway	4.8m tarmac carriageway to adopted areas.
Pavements	2m tarmac low kerb footpath to one side of adopted areas.
Junctions	Level junctions.
Verges	Verges to all private areas. 2m verge to one side of adopted areas.
Landscaping	Mix of low level shrubs and small trees to private areas. Large trees and hedgerows to edge of open space areas.
Street lighting	West Sussex approved posts to adopted areas. Low level bollard lighting to private areas.
Service corridors	2m service marging to one side in adopted areas, private areas to have minimum 1m margins.
Private / Public Realm	2-6m frontage depths edged with hedgerow or timber fencing.
Visitors car parking	Landscape edged visitor bays set into verges or on footpath side where in adopted areas.





Indicative illustrations of Drives

5.0
OVERVIEW

5.15 GATEWAYS

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

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

BILSHAM ROAD

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

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

Indicative illustration of Bilsham Road Gateway

5.0
OVERVIEW

5.16 GATEWAYS

MAIN ROAD

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

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

Indicative illustration of Main Road Gateway

5.0
OVERVIEW

5.17 PARKING TYPOLOGIES

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

CAR PARKING SHOULD:

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

PARKING STANDARDS

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

GARAGES AND CAR PORTS

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

DRIVEWAYS

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

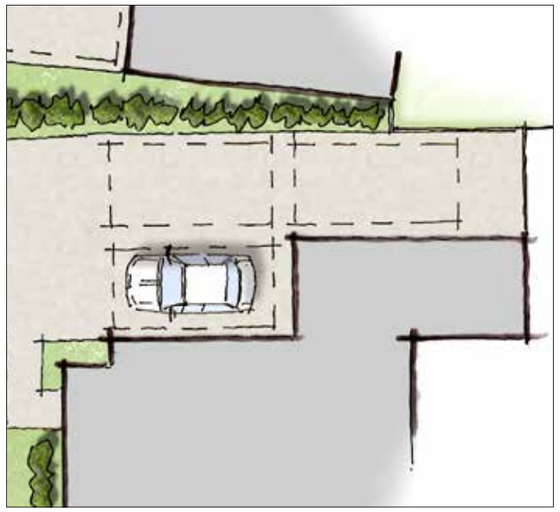
CYCLE PARKING

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

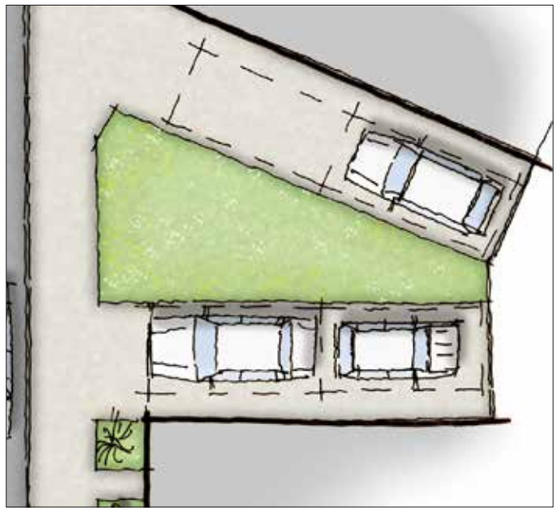
CHARGING POINTS

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

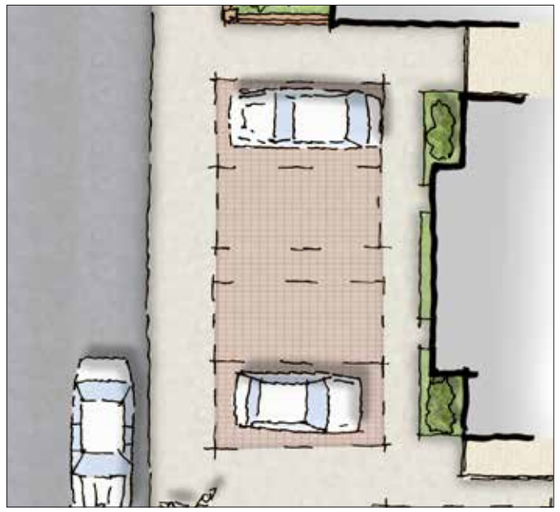
GARAGE PARKING:



ON PLOT SIDE



FRONTAGE PARKING:



PARKING COURT:

6.0
CHARACTER AREAS

6.1 OVERVIEW

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

The character areas are shown and are as follows:

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

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

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

Indicative Character Areas plan

6.0
CHARACTER AREAS

6.2 BILSHAM STREET

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

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

LANDSCAPE APPROACH

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

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

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

6.0
CHARACTER AREAS

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

1

2

3

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3

6.0
CHARACTER AREAS

6.3 DROVE PARK

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

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

LANDSCAPE APPROACH

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

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

6.0
CHARACTER AREAS

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

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