

**Land at Stakers Farm,
YAPTON, ARUNDEL**
PROPOSED DEVELOPMENT OF Up to 70 HOMES



DESIGN AND ACCESS STATEMENT

JUNE 2017

Preface

The site located to the West of North End Road, Yapton is being promoted through an outline planning application by the applicant Granite Gate Limited.

The site comprises some 3.0 hectares of land that is currently in agricultural use. The site is bounded by properties fronting North End Road to the East, and agricultural land to the north, south and west. To the north there is also an outline application of 38 dwellings which provides the single vehicular access to the site from North End Road.

This submission comprises an Outline Planning Application providing;

Outline Planning Application for 70 no. residential dwellings including 30% affordable, public open space and associated landscaping. All matters to be reserved apart from Access.

The residential development proposed comprises a mixture of dwelling types and tenures including both houses and flats that range from one to four bedrooms, designed to meet the range of dwellings required by Arun District Council.

The proposed residential development will provide high quality new homes of a predominantly traditional composition, using locally prevalent materials but incorporating contemporary detailing, large areas of glazing and natural ventilation.

The scheme design includes a new vehicular access from North End Road, using a proposed access from outline to north, and a policy compliant amount of public open space, general recreation space, ecological land and public landscaping.

The application seeks the approval of the access arrangements only with all other matters (i.e. appearance, layout, landscaping and scale) reserved.

This Design & Access Statement sets out the following to provide an illustrative development proposal:

The vision and background to the site and the development proposals;

The key design principles, approach and development philosophy;

An appraisal of the edge of settlement character, landscape, environmental, transport, service and infrastructure characteristics of the site and surrounds;

A set of design principles, approaches and an analysis of the overall Master Plan;

An accessibility and movement network proposal including transport connections, access and permeability;

An appraisal of street and character areas;

A set of landscape, environmental and sustainability objectives.

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An architectural rendering of a residential development, showing a cluster of modern houses with gabled roofs and large windows, set within a landscaped environment with trees and a winding path. The rendering is in a light, sketchy style with a halftone dot pattern.

"...a sustainable development of up to 70 new homes located in an appropriate location within Yapton set within a well designed and highly landscaped environment..."

Executive Summary

This Design & Access Statement and the accompanying illustrative Master Plan has been prepared as part of an Outline Planning Application.

A project design team has been assembled to help inform the scheme design objectives and the proposed Master Plan design in order to create an appropriate and respectful development that makes a good use of the land whilst meeting all key site constraints.

The design process to date has involved consultation with West Sussex County Council Highways Department to ensure suitable access can be achieved.

The intention is to deliver a development that will enhance the local area and make a significant contribution to the housing and infrastructure needs of both the Yapton and wider Arun District communities.

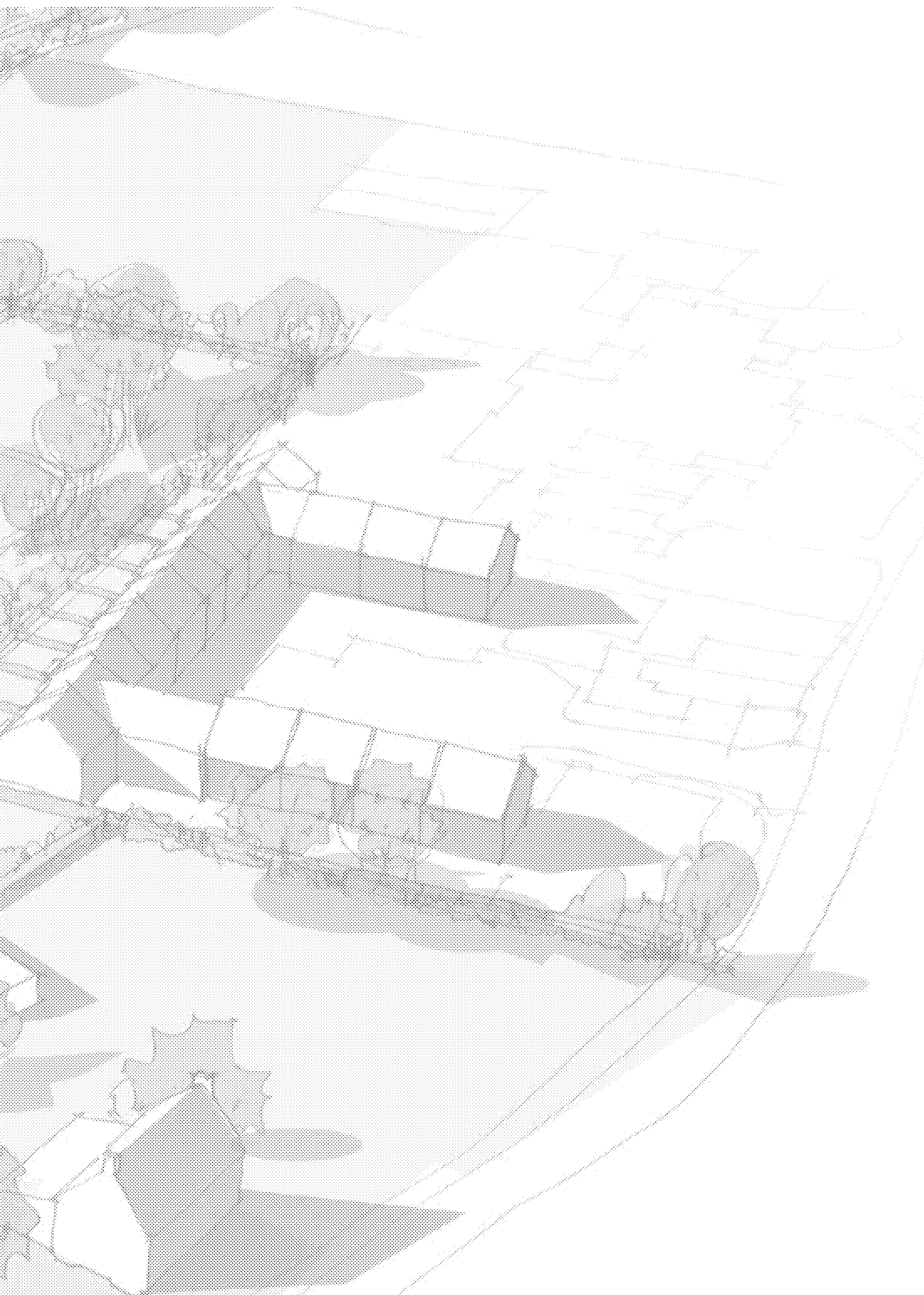
Within this Outline Planning Application, Granite Gate Limited proposes a scheme for a sustainable residential development of up to 70 new dwellings, together with associated open spaces and ecological enhancements, on the site at Stakers Farm comprising a total of 3.0 hectares. Access has been submitted with the outline application. All other matters are reserved.

The illustrative scheme layout comprises a range of open market and affordable houses and flats. A significant proportion of the site will be given over to new landscaping, formal and informal open space and ecological enhancements.

The proposed scheme comprises in particular:

- Up to 70 new homes, 30% of which would be affordable;
- The affordable housing would be a range of flats and houses with both rented and shared ownership properties available for families and single households;
- A large open space and recreational space to the east boundary for dog walking, play and general recreation;

- An ecological enhancement zone to the eastern boundary, which will include a variety of opportunities for new landscape planting and wildlife habitat creation.
- A comprehensive landscaping scheme that will significantly soften the set-back proposed development area and provide visual screening to the key site boundaries;
- A 4.5m wide buffer planting corridor along the western boundary;
- A single vehicular access from North End Road;
- A pedestrian and cycle link and pathways around the development, will help to maximise connectivity and accessibility into, within and out of the site;
- A focus on sustainability - the scheme will be a high-quality sustainable development, designed to achieve a significant saving in CO2 reduction over traditional construction and to encompass renewable energy generation;
- A design approach that both creates variety and promotes individuality within the various streets, whilst being representative of a contemporary take on the character and architecture of Yapton and the wider Arun vernacular utilising a varied palette of traditional and local materials.



1

INTRODUCTION

- 1.1 Vision Statement
- 1.2 Planning Policy Background
- 1.3 Pre-Application Consultation
- 1.4 Development Objectives
- 1.5 Design Philosophy
- 1.6 Key Design Principles

1.0 Introduction

1.1 Vision Statement

The proposed Master Plan scheme has been designed to be a sustainable and deliverable extension to Yapton that helps to meet local community housing needs, addresses the full range of environmental impacts and makes a significant contribution to the infrastructure requirements of the area.

Overall the Master Plan design philosophy ensures that the proposed residential development comprising up to 70 homes that will reflect the edge of settlement location of the site and function as an integral edge of the built up area, contributing to the distinct character of the surrounding area.

It is intended that the Master Plan and associated supporting information will strongly influence the subsequent detailed design at the Reserved Matters Planning Application stage in order to ensure a high quality of design throughout the proposed built environment from inception to completion.

A new sustainable housing development in this location will provide a greater range and opportunity for young people and families to live and work in the area and ensure that people of all ages have access and choice to a good standard of housing.

The proposed development will utilise a variety of traditional and local materials to create a varied palette throughout the site, providing a distinct, legible residential development that incorporates individual detailing and feature buildings to bring joy and interest to the built environment.

A strong local identity will be achieved through the development of design principles for linked but individual character areas within the Master Plan scheme. The character areas have been developed through a set of key design principles that are informed by their immediately surrounding local context.

Through this approach, variety and individuality can be created within the Master Plan scheme, whilst also being representative of the character and architecture of the surrounding settlement.



1.2 Planning Policy Background

The site is promoted through the Outline Planning Application as a sustainable development of up to 70 homes that will deliver the need of new housing for Arun District.

A full assessment of the Arun Local Plan 2011-2031 was undertaken which influenced the proposed layout and quantum.

Please see the Planning Statement produced by ECE Planning for full details of the Planning Policy Compliance.

1.3 Pre-Application Consultation

The proposed scheme has evolved through a public consultation held on 2nd May 2017 in Yapton and Ford Village Hall. This current application has been prepared to address issues raised as part of the feedback from this consultation.

Pre-application discussions have also been held with West Sussex County Council Highways Department relating to the suitability of the approved access to North End Road (under outline permission Y/93/14/OUT) being suitable to also serve the number of dwellings proposed on this site.

1.4 Development Objectives

The proposed scheme has a number of key objectives acting as drivers to achieve the highest quality in urban design and architecture as set out below:

- The development should establish a high quality of built environment, responding successfully to the immediate locational constraints and the opportunities for linking with the wider settlement.
- The scheme should help create a sustainable community, based on the principles of the Egan Review; providing environmentally sensitive, well connected and inclusive built form.
- The homes created within the development should provide a wide range of dwelling types and sizes catering for the community housing needs.
- The development should provide the appropriate level of affordable housing, integrated within the development with no visual distinction between open-market and affordable homes to create a vibrant mixed tenure community.
- The development should not have an adverse impact on any of the surrounding land uses, particularly the residential developments in The Croft.
- The scheme should create an exemplar model for an edge of settlement location, meeting the requirements identified in the NPPF and using 'best practice' urban design and architectural principles.
- The development should create a visually attractive, safe environment with appropriate public and private amenity spaces, creating an individual identity using linked character areas to provide legibility throughout the site.
- The scheme should utilise the principles of 'Secured by Design', creating a safe development.
- Detailed design guidance such as Buildings for Life and Lifetime Homes should be used to create a successful and adaptable community.



site aerial image



site ordnance survey plan

1.5 Design Philosophy

Good urban design is at the forefront of the success of any development site. As noted in the Urban Design Compendium 2 (second edition);

‘The quality of the places we live in has an impact on all aspects of life. How well they are designed will influence how safe we feel, how easy it is to walk round, whether we have shops, community facilities and schools nearby, whether our children have safe places to play.

It will also affect whether there is good access to public transport and a good choice of homes in which to live. It is essential that the places we create and improve embody the principles of good urban design.

Good urban design is essential to deliver places which are sustainable on all counts: places that create social, environmental and economic value. Ensuring that places are well designed should be a priority of everyone involved in shaping and maintaining the built environment.’

The proposed Master Plan incorporates a number of location specific urban design principles to inform the structure of the built form. These principles, as set out below, will shape the urban landscape, as follows;

- Making a Legible Place; creating a development that is a destination, is easy to understand, is simple to navigate around and functions as a linked collection of experiences. A legible street network and hierarchy is vital to this, providing a clear point of arrival and departure, linked to routes between character areas.
- Creating a Development of Character; establishing

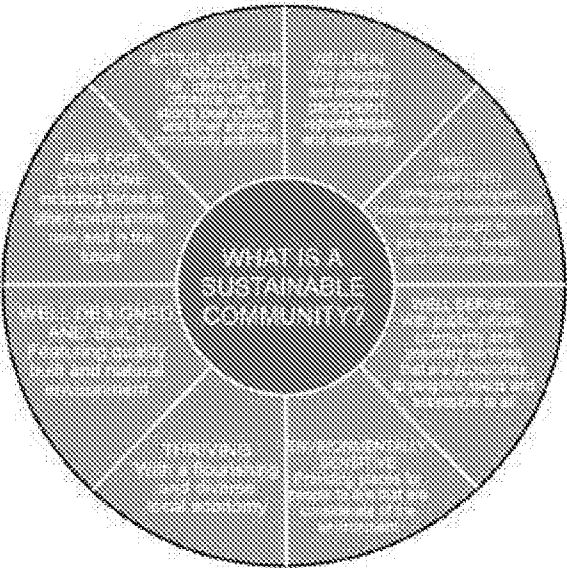
- a place with an individual, distinct identity that functions within the existing character of Yapton. A high quality of public realm will provide pedestrian oriented movement routes to calm vehicular traffic.
- Focusing on the Detail; creating clearly defined building and boundary edges, using active building frontages to create enclosure and sense of place punctuated by key building details and features on important vistas. Entrances should face the public realm, creating activity on the street-scene and to open spaces within the development.
- Creating Variety and Quality in the Street; built form should vary in height and footprint within an overarching design style to create an active, vibrant and stimulating public realm. Open spaces should be attractive and furnished, used to encourage outdoor activity and community interaction.
- Ensuring Permeability in the Public Realm; providing an urban environment that offers a choice of different movement routes by vehicular, cycle or pedestrian means.
- Establishing the Sustainable Community Ideal; creating a well designed and built urban environment, with access to surrounding community resources. A sustainable community will have effective opportunities for community interaction, will be environmentally responsible and served by high quality transport modes and employment opportunities.
- Creating a Safe and Secure Development; using the principles of ‘Secured by Design’ to create a development that feels safe for its residents, encouraging shared responsibility for public areas. Activity in the street-scene is vital for security, overlooking the public realm, car parking areas, open space and pedestrian routes.
- Ensuring Long Term Viability; establishing a long term management plan for the maintenance of open spaces, movement routes & landscaped areas.

1.6 Key Design Principles

The overall Master Plan design philosophy will act as a set of achievable goals for the development with development principles including:

- Provision for up to 70 dwellings ranging from 1-bedroom flats to 4-bedroom houses as a sustainable addition to the built-up area;
- Delivery of 30% affordable housing provision in accordance with the required planning policy, containing a mixture of rented and shared-ownership houses and flats;
- Creation of a safe main access into and out of the site onto North End Road via permitted access, with connecting secondary internal movement routes;
- A variety of linked character areas, with scale, massing and detailed design varying within a shared design framework and materials palette;
- The provision for a large and suitably positioned open space areas;

- Providing the potential for home allotment areas within large and well contained rear gardens, encouraging self sufficiency;
- Provision of a large amount of general public open space, including landscaped recreational space, informal open space, boundary planting & wildlife areas;
- Using design and layout to promote energy efficiency, incorporating a strategy where possible to deliver low carbon energy generation;
- The provision of appropriate contributions to improve facilities and amenities within Yapton (potential gift of land to Yapton C of E Primary School/WSCC).



egan sustainable communities wheel

2

SITE APPRAISAL

- 2.1 Site Description
- 2.2 Surrounding Character, Urban Structure and Grain
- 2.3 Existing Site
- 2.4 Existing Trees and Hedgerows
- 2.5 Topography and Land Forming
- 2.6 Edge Conditions
- 2.7 Ecological Context
- 2.8 Vehicular, Pedestrian and Cycle Access
- 2.9 Local Transportation Modes
- 2.10 Local Facilities and Amenities
- 2.11 Flood Risk and Drainage Issues
- 2.12 Heritage and Archaeological Context
- 2.13 Opportunities and Constraints Summary

2.0 Site Appraisal

2.1 Site Description

The application site is located to the West of North End Road behind Stakers Farm and to the south of approved development site (Y/93/14/OUT), thus adjoining the Yapton settlement through the site to the north.

The application site is approximately 3.0ha and is and roughly rectangular in shape, gently rising from the east to the west. The site is bounded by the rear gardens of properties in The Croft to the east and by Yapton C of E Primary School to the north east. The site is bounded by agricultural fields to the south and west.

On the east of the site there is a residential development of a courtyard The Croft. The back gardens of these dwellings front the eastern boarder of the site separated by a stretch of post and rail fencing.

The site is currently in agricultural use. The site is not subject to any specific ecological, landscape or heritage designations but is close to Yapton conservation area to the south and listed Stakers Farmhouse to the South east.

The surrounding residential area is generally a mixture of two storey houses, with a more varied range of dwellings in the streets surrounding the village centre. The surrounding residential architecture is considered to be of mixed quality.

The site is in relatively close proximity to services being a 650m walk south east to the centre of Yapton and the local facilities contained there, including a village store and post office. At this point there are also bus stops for the twenty minute service serving Bognor Regis & Littlehampton.

Yapton has a range of additional facilities which include a pre-school, doctors, shops, and public houses. More shops and facilities are available in nearby Barnham.

2.2 Surrounding Character, Urban Structure and Grain

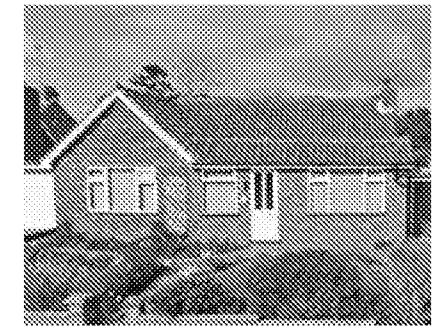
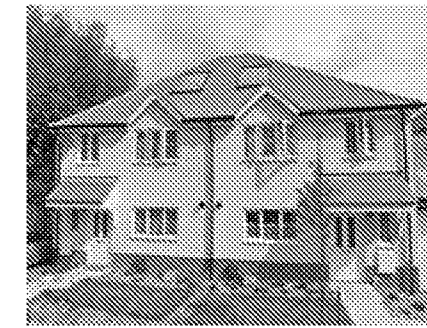
There are two conservation areas in Yapton, one to the east and the other to the south of the site boundary. 20th Century housing developments have extended between the two areas and out towards the surrounding areas.

The site itself is located on the western edge of the village, backing on to a 20th century housing scheme The Croft. The Croft is a retired house scheme located immediately to the east of the site, consisting of brick and white rendered façades.

The development of Yapton can be seen in a series of small scale housing developments radiating out from the conservation areas. Each development has its own style and are often based within cul-de-sac's, creating a series of stand-alone schemes with no overall cohesion.

The Conservation Area is located in the immediate locality of the site, these areas generally tend to be low density containing dwellings of a variety of sizes, styles and ages. Further out from the site the density increases which a greater mix of styles and form of development.

Materials mostly used in the surrounding area are red brick and orange-brown tiled roofs, with elements of rendered properties and tile hanging, with a few flint and white weatherboarding properties.



Yapton contains a wide variety of architectural styles, materials and detailing

2.3 Existing Site

The detailed Landscape and Visual Impact Assessment prepared for the site describes the landscape and visual baseline conditions and assesses the likely visual effects of the proposed scheme.

The proposed development would introduce a new residential dwellings, access road and associated infrastructure to agricultural land, and it is therefore inevitable there would be some effect on the landscape character. However, there is an existing urban character with residential properties and landscaping forming the eastern edge of the site and a pre-school backing on to the countryside to the north east of the site. The proposed soft landscape scheme would incorporate native tree species, hedgerows and understory shrub planting areas along the road frontage and most importantly along the eastern site boundary to protect long range views. It is envisaged that the proposed residential scheme could be accommodated within the development site area without undue harm to the existing landscape character and visual amenity if screened appropriately.

Whilst it is accepted that the construction phase of any development will have a short-term adverse impact on visual quality, the Master Plan design approach has incorporated landscape and visual measures to prevent or reduce construction and operational effects as an integral part of the design development process. The proposals are concordant with protecting the landscape character of the local area as the development would:

- Conserve and enhance landscape character, including its limited natural features;
- Respect the historic character and development pattern of the adjacent settlement, taking into account the identity and setting;
- Not lead to actual or perceived coalescence of settlements or undermine the integrity or predominantly open and undeveloped character of the area; and
- Not bring about significant adverse effects on views into and out of Yapton.

2.4 Existing Trees and Hedgerows

There is little in the way of existing vegetation on the site, as the site comprising an agricultural field in its entirety. A few trees will be retained in the open space area, whilst two of grade B and C tree in the centre of the site will be removed.

The eastern boundary to gardens of the primary school benefits from some tree and hedgerow screening. The residents at The Croft also benefit from some existing hedgerow, this would be retained and reinforced as appropriate to suit the design proposals.



2.5 Topography and Land Forming

Topography is an important site feature, to be appreciated and preserved, and important for its indirect influences on views and on how the land is used.

The site topography is sloping, falling from the west down to the eastern boundary, this fall being around 0.5m in height and averaging out at a gradient around 1 in 23.

It is intended that the residential land will be maintained at its existing levels, with the scheme designed to take account of the site levels so that floor levels are not being artificially raised.

The land would gently slope down to the existing site levels on the southern boundary. This change in level will be managed within the streets through the design of the built form, and through the detailed design of the open space.

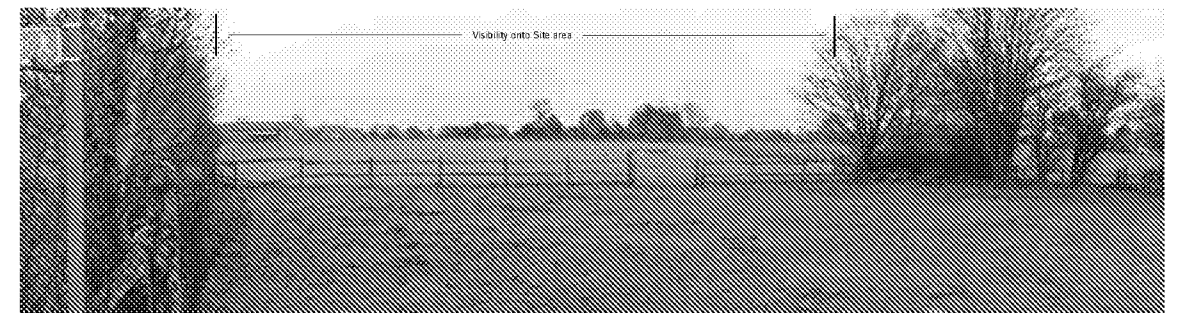
2.6 Edge Conditions

A strong line of residential development exists to the east of the site (The Croft), the pre-school garden boundaries, and the Stakers Farmhouse and buildings.

A landscape assessment has considered a wide range of views into and across the site from surrounding viewpoints. Views would be very limited from the north of the site (from the road only) and none from the east due to adjacent built form.

Views to the south and west of the site are of agricultural land. Beyond the agricultural land to the south is residential development, screened by a line of trees and hedgerow. The proposed southern boundary would be back gardens and planting to soften the edge and aid the transition from housing to the countryside, whilst the western edge would be planted with dense native planting as part of the Master Plan proposals.

Overall, the location of the site to the western edge of the Yapton settlement provides an opportunity to create new homes in a desirable location whilst realising minimal adverse landscape and visual effects when screened appropriately.



photographs from viewpoints 01 & 07 towards site

2.7 Ecological Context

The ecological characteristics of the site have been assessed in terms of the site context and the baseline ecological conditions have been defined from both desktop investigations and field surveys.

The Master Plan proposals have been informed and are supported by a detailed Biodiversity Survey which forms a Phase I Habitat Survey, including surveys to determine the presence of protected species, an Ecological Appraisal and Impact Assessment.

The ecological work has highlighted that there would be no significant ecological impacts of the scheme within Yapton on the understanding that appropriate mitigation and avoidance measures are adopted.

It is considered that the site is not an area of land recognised for its ecological importance, and the development of the site will have no direct impact on any site on nature conservation importance. The intention to improve the biodiversity & ecology within the development has played a major part in informing the Master Plan design.

The Master Plan has been developed with a focus on the ecological input, incorporating native planting through and around the site alongside a specific area for the enhancement of ecology.

Recommendations for the construction and operational phases of the development will be followed to avoid impacts on, and help to enhance habitats and species in the wider area.

The development of the application site presents the opportunity to provide not only valuable new habitats in the soft landscaping, but also enhancements for species; for instance through the provision of artificial bat roosts, bird nest boxes and appropriate habitat creation within the landscaping of public open space. Through careful mitigation of any impact, there would be no significant ecological impacts through the development of the site.

2.8 Vehicular, Pedestrian and Cycle Access

The vehicular access to the site will be from the northern site boundary through the approved development site (Y/93/14/OUT) leading on to North End Road.

The already approved access point will provide good visibility to the east and west along North End Road. It is a suitable location for a vehicular access into the site in terms of traffic movement, safety and location.

Detailed drawings are provided for the proposed access to Y/93/14/OUT and form part of the already approved planning application.

There is a footpath with in th approved development site which runs along the northern edge of the school building, which provides pedestrian access to North End Road.

These access points and arrangements present a positive opportunity to improve the network of pedestrian and cycle routes in the immediate area and aid future permeability.

2.9 Local Transportation Modes

In respect of strategic highway connections, the site is very well placed. From the site it is a short drive to the south west via Bilsham Road to link up with the A259 on to Bognor Regis, or back east towards Littlehampton. A short drive north and on to Yapton Lane leads to the A27 and on to Chichester and Arundel.

With regard to sustainable travel opportunities, there are bus stop within Yapton, allowing on-going travel to Barnham, Littlehampton, Worthing, Chichester, Bognor Regis.

The closest mainline railway station to the site is in Barnham, around 1.5 miles to the north west of the site and directly on the bus route. This station provides links to Chichester, Bognor Regis, Portsmouth, Guildford and wider locations beyond.

2.10 Local Facilities and Amenities

The site is appropriately located in respect of services with a range of facilities close to the site.

Yapton is served by a single pre-school and Primary School located on North End Road, a village hall on Main Road, medical centre, a church and recreational grounds.

With regard to shopping, there is a village convenience store which also acts as a local Post Office. More shops and facilities can be found in Barnham.

In overall terms, the village and the site itself is well served for local amenities and services, and has sustainable links to the larger surrounding settlement of Barnham. All local services are likely to see a rise in patronage as a result of the development.

Arundel & District Hospital in Arundel is 4.1miles away (10minutes by car, and on bus routes 602 & 66C), with A&E services provided at St Richard Hospital, Chichester.

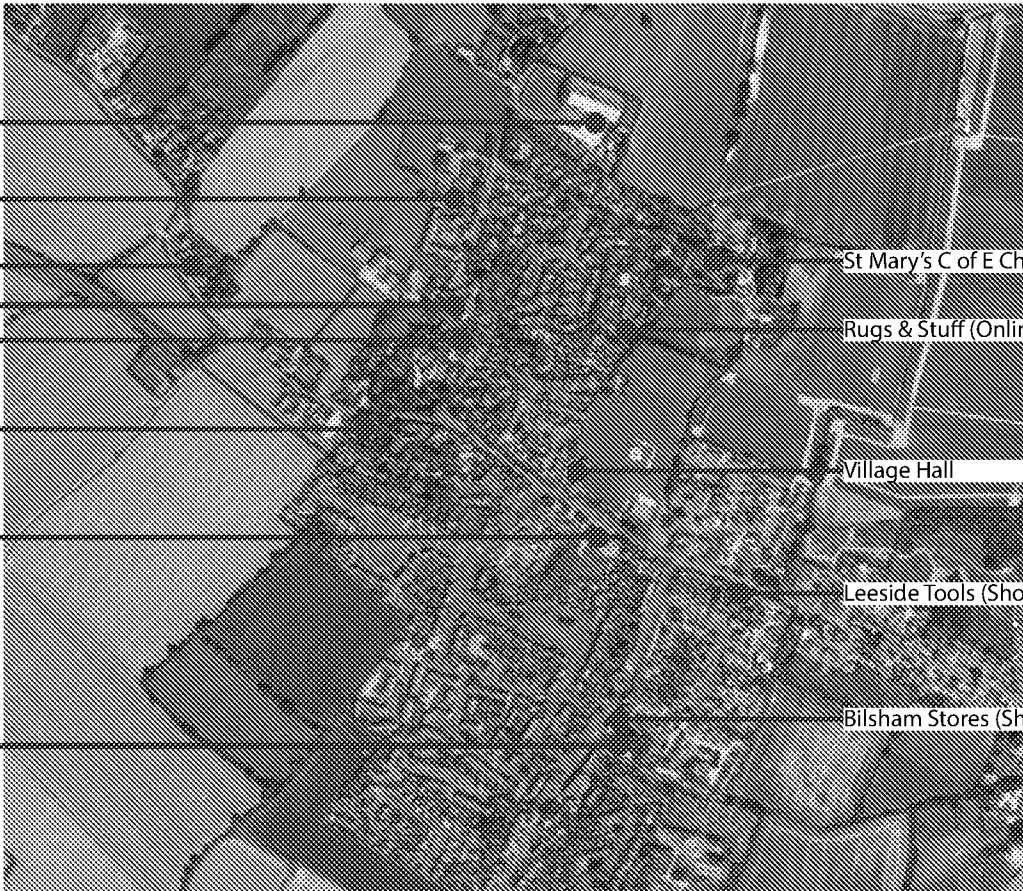
Orchard Business Park
Yapton C of E Primary School and Pre-School

Emma's Beauty Treatments
Yewtree Nursing Home
Avisford Medical Group

Yapton Free Church

General Store & Post Office

Meadowcroft Surgery



village facilities relative to proposed site

2.11 Flood Risk & Drainage Issues

A Flood Risk Assessment that considers all sources of flooding has been undertaken in accordance with the requirements of the NPPF.

The site is located entirely within Flood Zone 1 as defined by the Environment Agency’s flood risk mapping. The development proposal will ensure that the surface water flow routes within the development site direct runoff away from buildings towards the less vulnerable areas of the site.

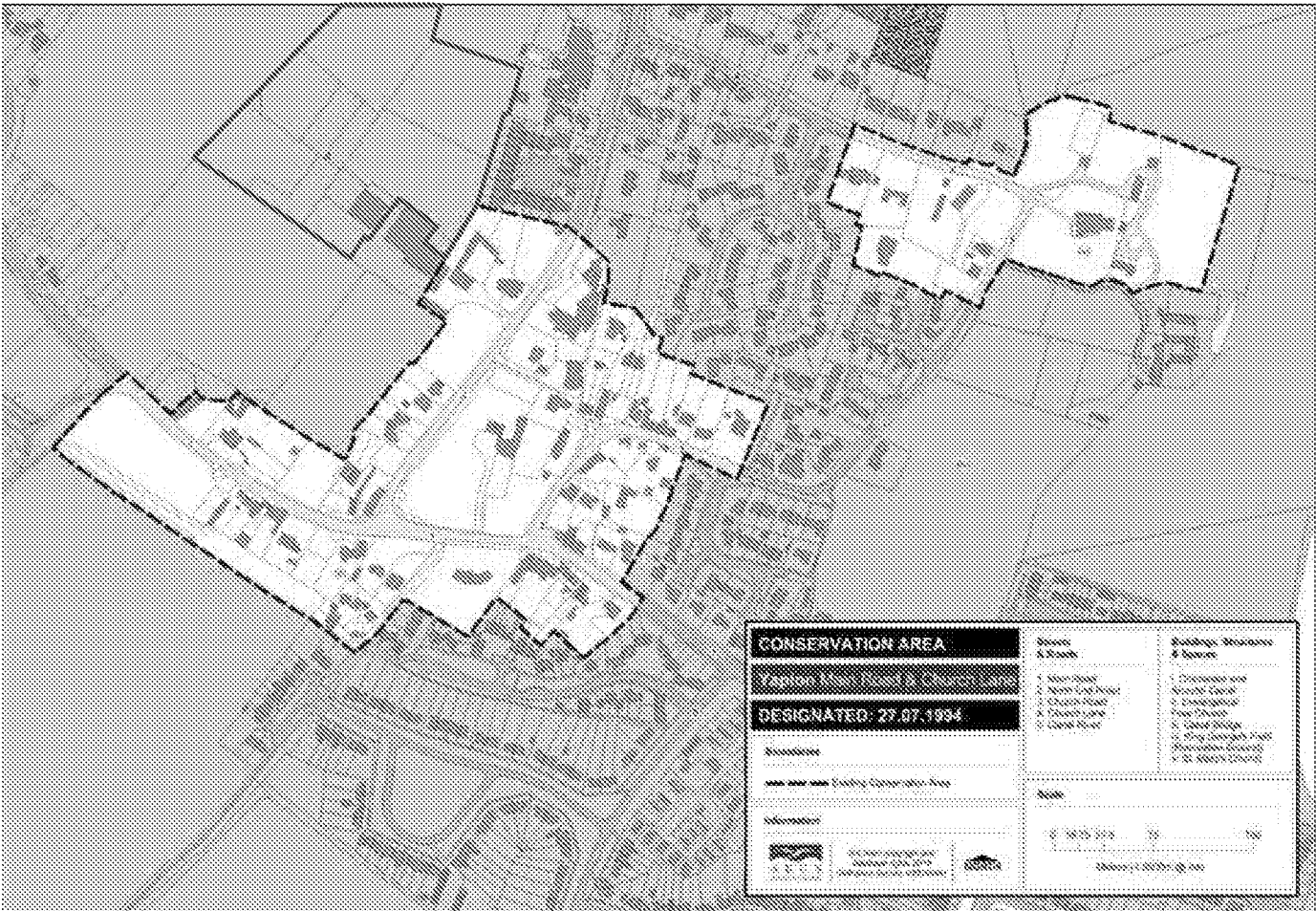
In terms of foul drainage, there are public foul sewer systems in close proximity of the site and with further improvement this will allow foul sewer discharge into the sewer beneath North End Road. Please see the supporting Flood Risk Assessment and Drainage Strategy for full details.

2.12 Heritage and Archaeological Context

A detailed assessment of the cultural heritage resource of the site and surrounding area has been carried out to inform the Master Plan design.

The site is situated upon the low lying ground on a chalk formation overlain by river terrace deposits. There is a conservation area adjacent to the south-east corner of the site. There are no known heritage assets within or adjacent to the study site which would be adversely impacted by the proposed development, with a low potential for unrecorded archaeological remains.

The development is considered to have a negligible effect on the setting and significance of designated heritage assets within the study area. Refer to Heritage Assessment for further details.



Conservation Areas in Yapton

2.13 Opportunities and Constraints Summary

Analysis has been carried out for the Master Plan area to determine the constraints to the proposed development and confirming beneficial elements that can be exploited or maximised.

The following are considered to represent the key opportunities and constraints:

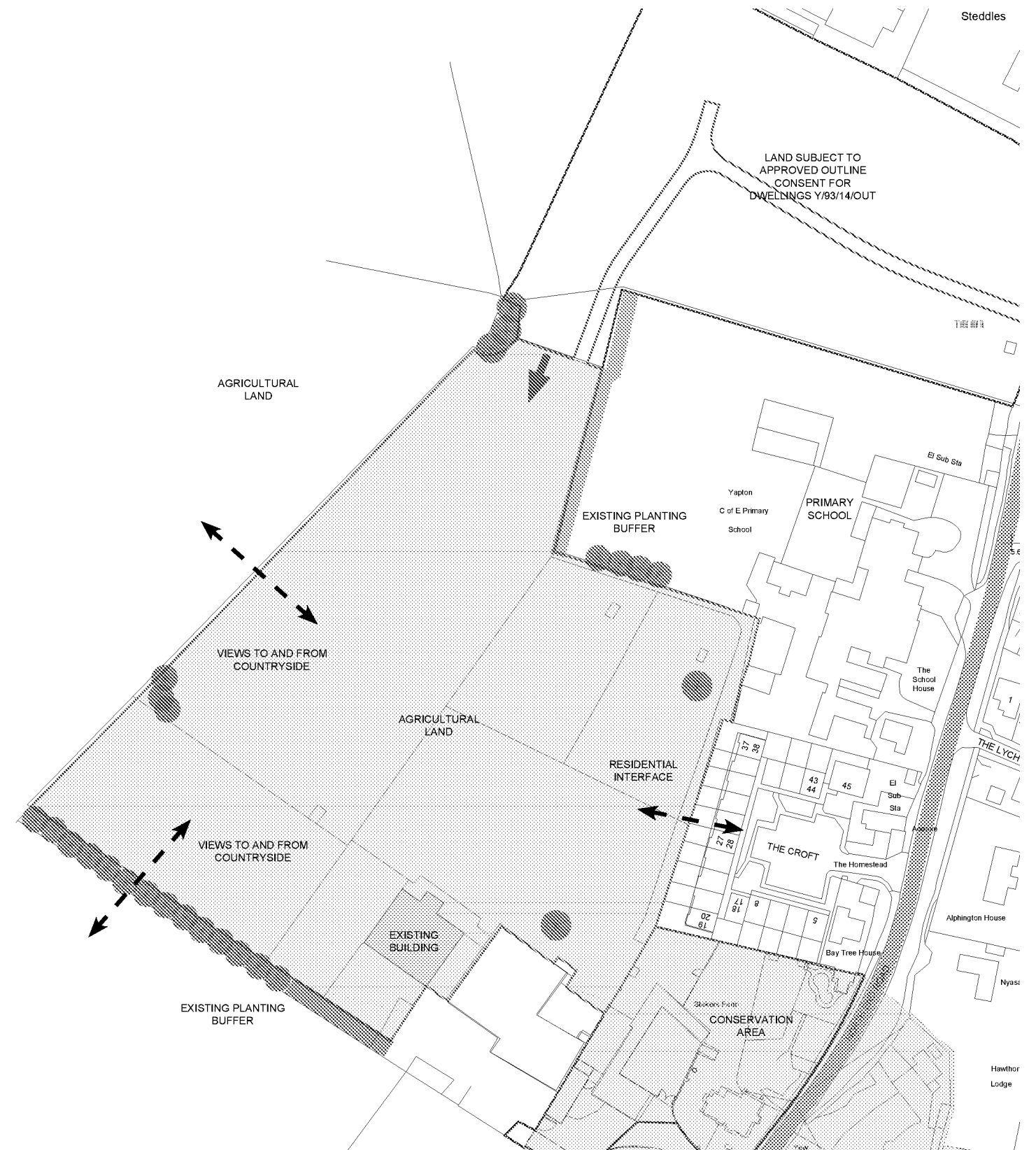
Opportunities

- The site is set beside a residential and a pre-school and primary school to the east, allowing any proposal to act as a well screened extension, rounding off the urban edge of Yapton;
- A new landscape framework will be able to incorporate a range of ecological, and public open space enhancement measures of which none exist on the current site;
- The provision of linear features of the site for wildlife movement and an opportunity to create an improved habitat for a wide range of species;
- The site as proposed benefits from a suitable vehicular access point to North End Road and could establish improved non-vehicular links;
- A range of opportunities for sustainable and renewable initiatives with the site benefiting from uninterrupted natural light and generous natural and green open spaces;

- The site is in a sustainable location within Yapton for a range of local facilities and services;
- The surrounding density character will encourage large gardens to meet Arun Policy requirements which could incorporate allotments, along with opportunities for grey-water use and composting;
- An opportunity for shared surfaces within the development, adding to the potential for a semi-rural and edge-of-settlement character.

Constraints

- The Conservation Area to the east of the site;
- The open nature of the site to the south and west must be addressed through appropriate landscape design and buffer planting;
- The existing hedgerows and trees to the north east boundary should be retained where possible;
- The existing residential development and The Croft backs onto the site to the eastern boundary, Careful management of security and an appropriate neighbouring use required;
- Views into the site from surrounding residential properties need to be considered as part of the detailed layout and appropriate screening employed;



opportunities and constraints analysis

3

MASTER PLAN PRINCIPLES

- 3.1 Development Concept
- 3.2 An Accessible Development
- 3.3 An Integrated Community
- 3.4 Creating a Sense of Place
- 3.5 Providing Safer Places
- 3.6 Landscape and Ecological Enhancement Strategy
- 3.7 Density Approach
- 3.8 Accessibility Approach
- 3.9 Affordable Housing Provision

3.0 Master Plan Principles

3.1 Development Concept

The principal concept behind the Master Plan scheme is to provide new housing, recreation and landscaping opportunities in a sustainable extension to Yapton that fits and functions well within the edge of settlement context of the setting.

The Master Plan will utilise a framework of landscaped spaces, spreading through to the peripheries of the site in order to minimise the development's visual impact on the edge of settlement setting and provide a highly screened development.

This will take into account the more open character of the adjacent open fields to the south and west of the site and also screen views into the development from the road and surrounding areas.

Using a primary access from North End Road, the Master Plan will function as a sustainable addition to the surrounding settlement at a suitable size and density, with limited but appropriate visual links from the road and existing housing to the east.

A robust set of 'Design Principles' will ensure the proposed residential development will be appropriately scaled, aesthetically pleasing, varied in form and finely detailed, creating both quality and legibility in the public realm.

The relationship with other land uses and with open spaces created will be carefully considered to provide the highest quality of settings within the site, aiding the creation of different and individual character areas. In particular, a 'Community Walk' opportunity around the site and through the open spaces can be created to frame the development within the low density surroundings.

There will be no houses towards the east of the site where it abuts The Croft and Conservation Area, with medium density, of mainly semi-detached and detached properties to the rest of the site. However, all dwellings will benefit from substantial and policy compliant private gardens in order to aid sustainability and provide high quality living environments.

The design and layout of the proposed residential properties will be well considered and reflect the principal aim of providing a mixture of starter homes and high quality family housing.

3.2 An Accessible Development

Vehicular access to the site has been considered carefully to ensure that there is a good connection to the surrounding highway, and that visibility and topography are not considered constraints.

The proposed vehicular access via North End Road and is positioned to be appropriate within the existing street-scene, allowing for an appropriate width bell-mouth access and associated sight-lines onto North End Road.

The use of North End Road as a single point of vehicular entry will ensure that traffic movements are focused onto an appropriately surfaced and suitably wide road. The access point has already been approved under application (Y/93/14/OUT).

The creation of a new integrated and legible pedestrian and cycle routes through the site will ensure that sustainable transportation modes are considered as integral to the Master Plan, encouraging non-car travel wherever possible.

3.3 An Integrated Community

The Master Plan has been designed to create an inclusive and integrated community, both as an individual site and as an integral part of the surrounding Yapton settlement.

It is vital that the proposed development is successful in becoming an integrated part of the settlement, with movement routes and visual links necessary to encourage interaction between existing and proposed built form.

The Master Plan will look to create ‘social cohesion’ within the proposed community, aiding integration through the mixed tenures of open-market and affordable dwellings, in order to create an attractive and visually active built-environment.

The development will offer opportunities for local services, including potentially services for the elderly, and will create areas of publicly accessible open space for the benefit of all residents of Yapton.

In order to facilitate an inclusive and socially cohesive community, the Master Plan is designed to;

- Create a strong development identity to suit Yapton through a layout that uses scale and density to aid legibility;
- Establish direct visual and physical links between new homes and the public realm, encouraging activity and interaction within public spaces and limiting the impact of the car through both pedestrian-oriented shared surfaces and driveway & non-frontage parking arrangements;
- Establish new pedestrian and cycle routes in the form of a shared surface roads and footpath networks to create permeability through the development and to link to the surrounding movement network;
- Create defined and clear boundaries between the public realm and privately owned spaces, avoiding incidental areas of non-ownership;

- Provide an area of open space with individual character, which offer a range of activity opportunities;
- Include an informal play area within a short walking distance of all homes;
- Focus on community safety through a development that meets the requirements of ‘Secured by Design’ through mainly passive means;
- Use the principles of ‘Building for Life’ and ‘Lifetime Homes’ to create homes that are adaptable for a range of future needs.

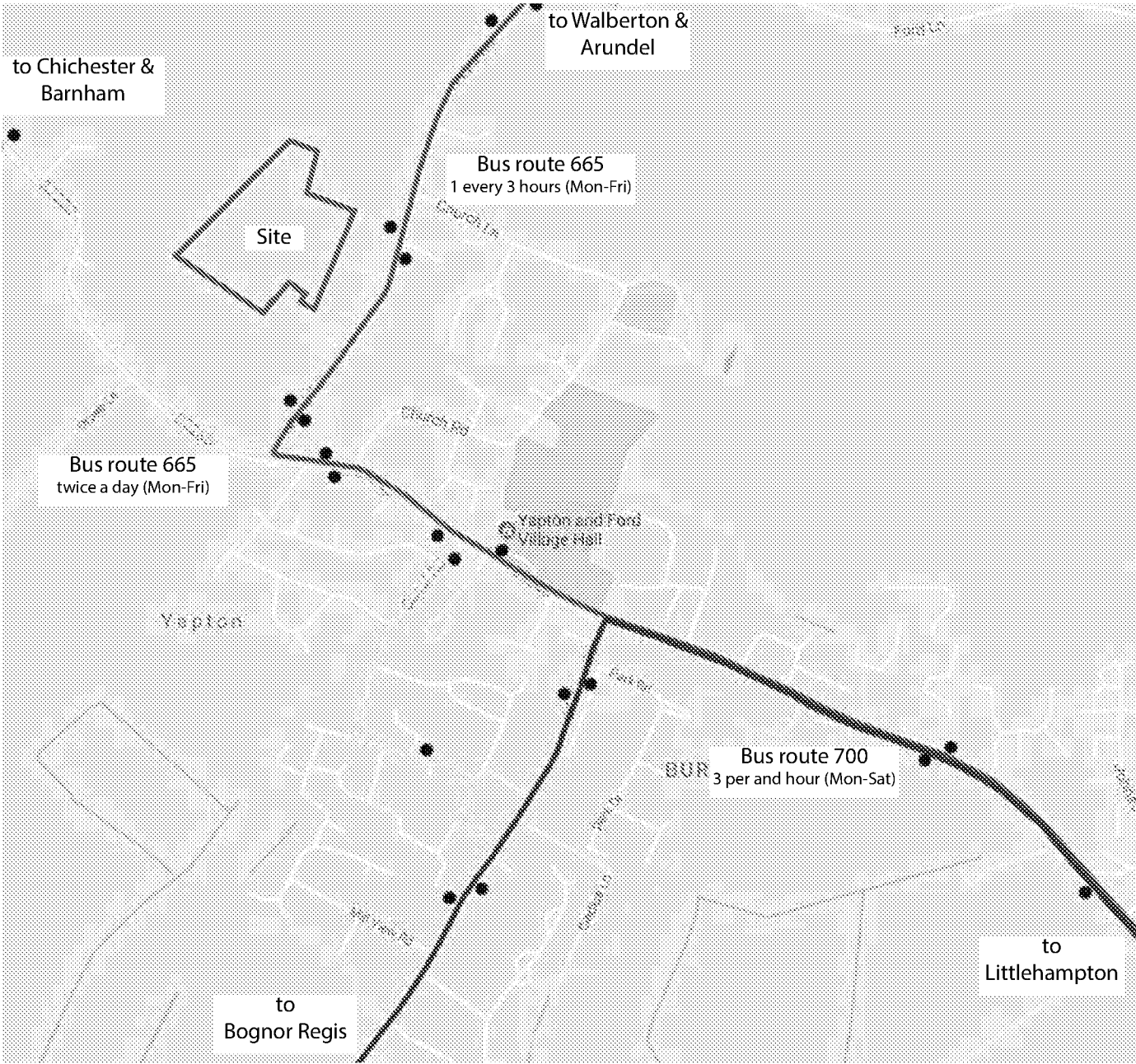


diagram showing good levels of accessibility and permeability between site and surrounding area

3.4 Creating a Sense of Place

A 'sense of place' is vital to the understanding of an area, contributing to a development's individuality, character and identity.

Sense of place can be created through the interaction of a legible movement network, the positioning of appropriate and articulated built form, the use of materials and the location of green spaces and landscaping to provide distinctiveness whilst relating to surrounding land uses.

Key to the Master Plan is the creation of an individual sense of place whilst respecting and reflecting the adjoining Yapton settlement. There is a circular route to the movement routes through the site which will pass through areas of differing character with varying relationships to the existing settlement and surrounding countryside.

Whilst the primary vehicular route into the site is structured by the main access road, the linkage between the main roads and the secondary linkages will be the defining creator of the 'sense of place' within the proposed development.

The main access road will follow through from the approved site and will continue and split in to the secondary roads.

The route is intended to be slightly more dense in nature, with buildings positioned closer to the road and presenting a slightly higher scale than their lower density counterparts graduating towards the eastern edge of the Master Plan. It will provide visual enclosure, encouraging movement and activity along the secondary routes, and will be supplemented by suitable but limited street furniture.

By providing a central access route and two secondary routes, the Master Plan will encompass a number of different areas, relating to the location-specific density, presence of key views and interaction with the public realm.

These areas will display different design characteristics in the creation of the street, including scale, massing, boundary treatments, separation distances and approach to vehicle parking. Whilst the development is intended to display a common architectural language, each area will have elements of individuality to provide legibility and individuality to the homes.

The public realm will be used to help to demarcate the different areas of the Master Plan, through the use of pedestrian permeability, shared surfaces throughout the site, appropriate on-street visitor car parking and numerous physical and visual links to both on-site open space and the green settlement edge to the west.

3.5 Providing Safer Places

The Master Plan is designed to minimise the potential for crime or anti-social behaviour, creating a safe environment for residents and visitors.

The development will meet each of the key principles of 'Secured-by-Design' through the use of passive crime prevention measures, a design approach that is promoted by Sussex Police through the planning process.

The site has a single point of vehicular entry, which is designed to have good and continuous natural surveillance from a range of dwellings. Movement routes throughout the site layout are wholly integrated within the scheme design and will be adequately used at all times in order not to undermine defensible space.

Vehicle parking will be either on-plot or within a small parking courtyard to the frontage, which will benefit from natural surveillance from a number of dwellings. Secondary windows will face directly onto parking areas to provide additional passive surveillance.

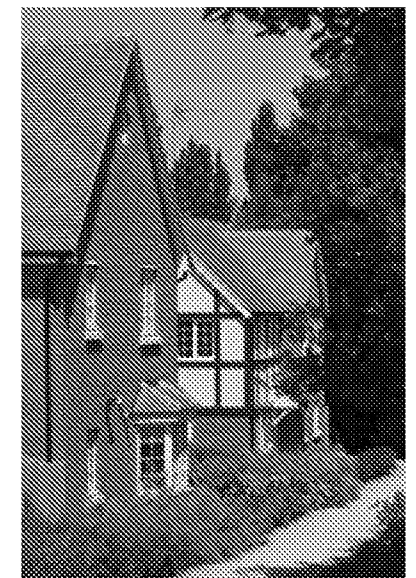
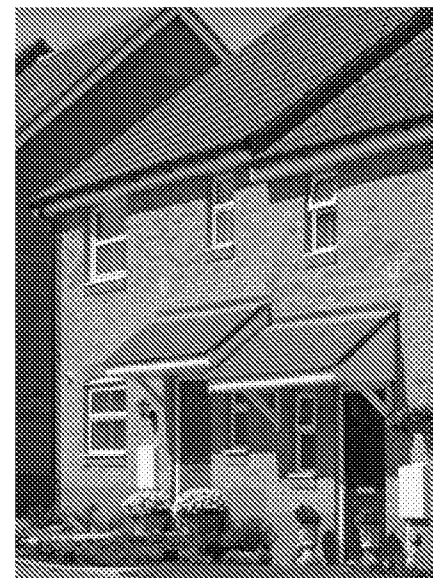
Homes will form 'active edges' around the development, maximising natural surveillance, encouraging activity and facilitating movement within the public realm whilst maintaining defensible private amenity space, with clear boundaries between public and private areas.

Movement routes and incidental open spaces will be well overlooked. The community will be encouraged through a management company to take shared responsibility for public spaces, whilst the management company will maintain overall responsibility for maintenance of the public realm, to be managed in perpetuity to ensure that the site does not fall into disrepair.

On a plot-specific basis, houses and apartments will avoid blank walls through the use of secondary windows on all facades. Front doors, windows and patio doors will have laminate glass and locks to the relevant British Standard.

External lights will be provided to each dwelling, operated by PIR sensor, with public lighting as required, but limited wherever possible, on movement routes. Lighting of the public realm will be designed to British Standard, and will include suitable on-street lighting preferably in the form of low level bollards and well spaced, pedestrian scale street-lamps.

Secure and private cycle storage will be provided for each dwelling within lockable cycle stores in rear gardens. No cycle storage will be accessible from the public realm with the exception of visitor cycle storage as part of planned open spaces.



the proposed development will create a community with a defined sense of place, created through the use of a wide variety of pedestrian oriented spaces and vernacular architectural features

3.6 Landscape and Ecological Enhancement Strategy

The overarching landscaping and ecological enhancement strategy, creating a green framework for the Master Plan process, is predicated upon using the existing features of the site and developing these features to enhance habitats for wildlife species and further complement the proposed residential development.

The existing natural features on the site are set out in details in the supporting Ecological Appraisal. As can be seen there is limited vegetation on site and only a limited amount of off-site features to the eastern boundary.

Planting on the northern edge of the site will be extended and enhanced; all hedges around the site will be encouraged to grow to a notional height of 3m, whilst all gaps in the existing hedgerows will be planted with native hedgerow species, and a planting plan will help to provide visual screening to existing receptors. Trees along the southern site boundary will be protected where appropriate and retained as habitat features.

On the eastern edge there will be an open space of 4000sqm between the gardens of The Croft and the road of the proposed site. This is to create a buffer between the existing and new residential spaces but to also provide a buffer to the Conservation Area. The western edge of the open space will be planted with hedges and trees to create a natural screening.

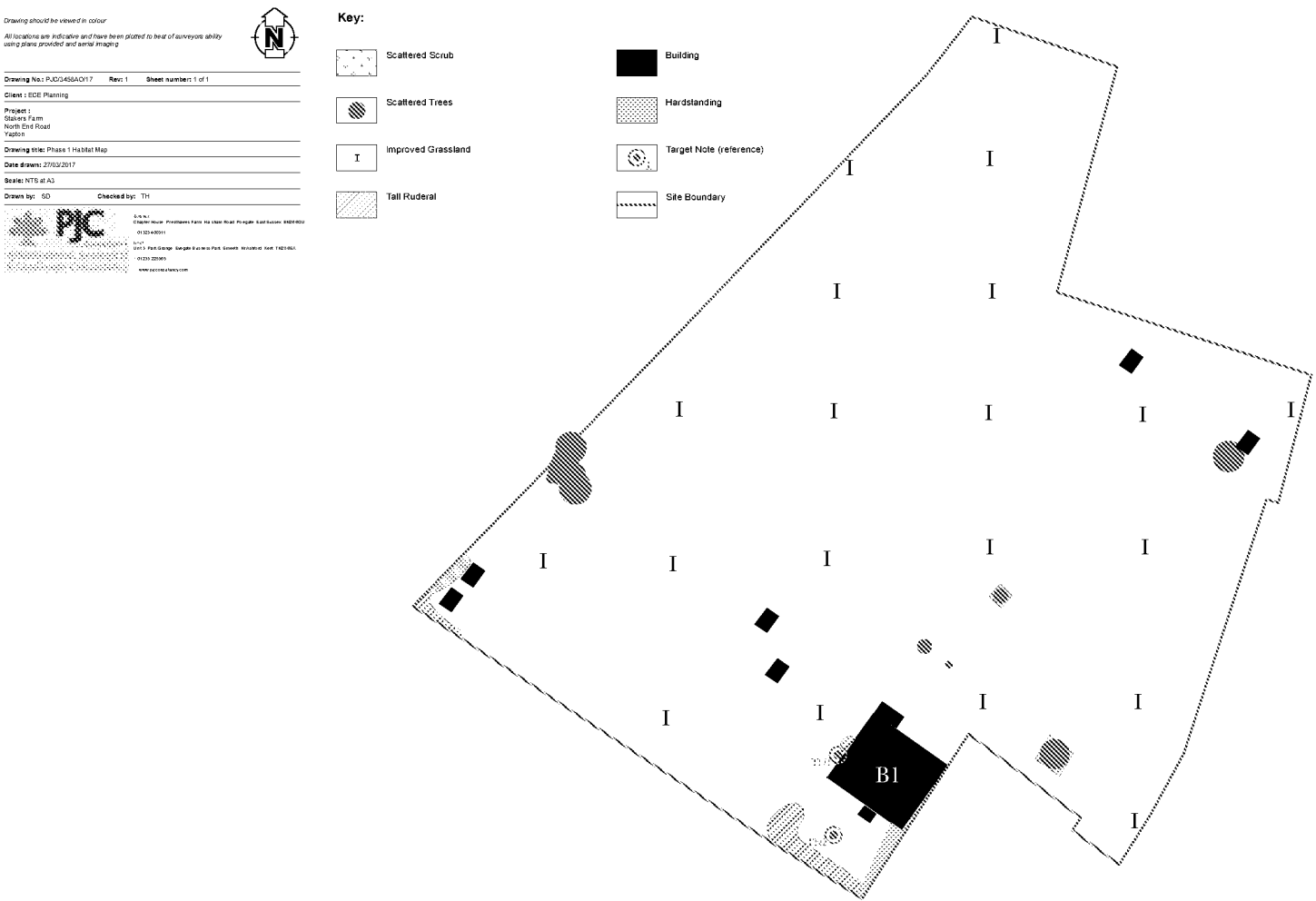
The development Master Plan includes areas of both public and informal open space, including a significant visual buffer to the surrounding buildings and also to the western site boundary.

It is intended that the boundary planting will include both fruiting shrubs and native species including species of increased wildlife value. The area will be managed for the benefit of wildlife.

Appropriate provision within the detailed scheme design for bird nesting and bat roosting will provide habitat for UK Biodiversity Action Plan species. Through the development of the site from an open site of limited ecological value to a mosaic of houses, gardens and open spaces with a range of plants and habitats, it is considered that there will be substantial benefits in the long term for a range of wildlife.

The ecological enhancement strategy within the detailed scheme design will include a specific consideration of how the various open spaces, walks and landscaped areas of the site can include enhancements measures for bats, small mammals, birds, reptiles and amphibians.

The overall landscape and ecological enhancement strategy will provide benefits to wildlife in the immediate and wider Yapton area. A detailed and plot specific landscape scheme for the site will be submitted at Reserved Matters stage.



ecological site appraisal



informal open space containing wildflower planting



possible ecological enhancement

3.7 Density Approach

Density guidance contained within the National Planning Policy Framework encourages local authorities to set out their own approach to housing density to reflect local circumstances (NPPF Paragraph 47). This is in order to ensure an efficient use and an appropriate supply of land for housing needs.

The density approach to the Master Plan proposal provides for a limited range of density zones, allowing the development to maintain a semi-rural character.

Such an approach will create a community that is more varied in appearance, with areas of different character and opportunities for architectural individuality. It will encourage a varied approach to movement routes with staggered built form, becoming more informal as density reduces.

The overall density of the site is 23 dwellings per hectare, including the proposed open space, which is considered to be an appropriate density for an edge of settlement location that delivers both a wide range of housing types and sizes but also fully respects the surrounding context.

The eastern part of the site will contain low density housing; where dwellings will be detached with large garden spaces to create a more rural feel. This will allow for a subtle transition between the residents at The Croft and the proposed site.

The rest of the development is of medium density, the middle area of the development tends to be close knit semi-detached dwellings. They create a safer feel with natural surveillance.

Throughout the site, the density approach is designed to ensure that views are maintained to surrounding countryside through appropriate spacing between built form.

By maintaining a mixture generally of semi-detached and detached housing, the Master Plan references the predominant density framework in Yapton and is entirely concordant with this.

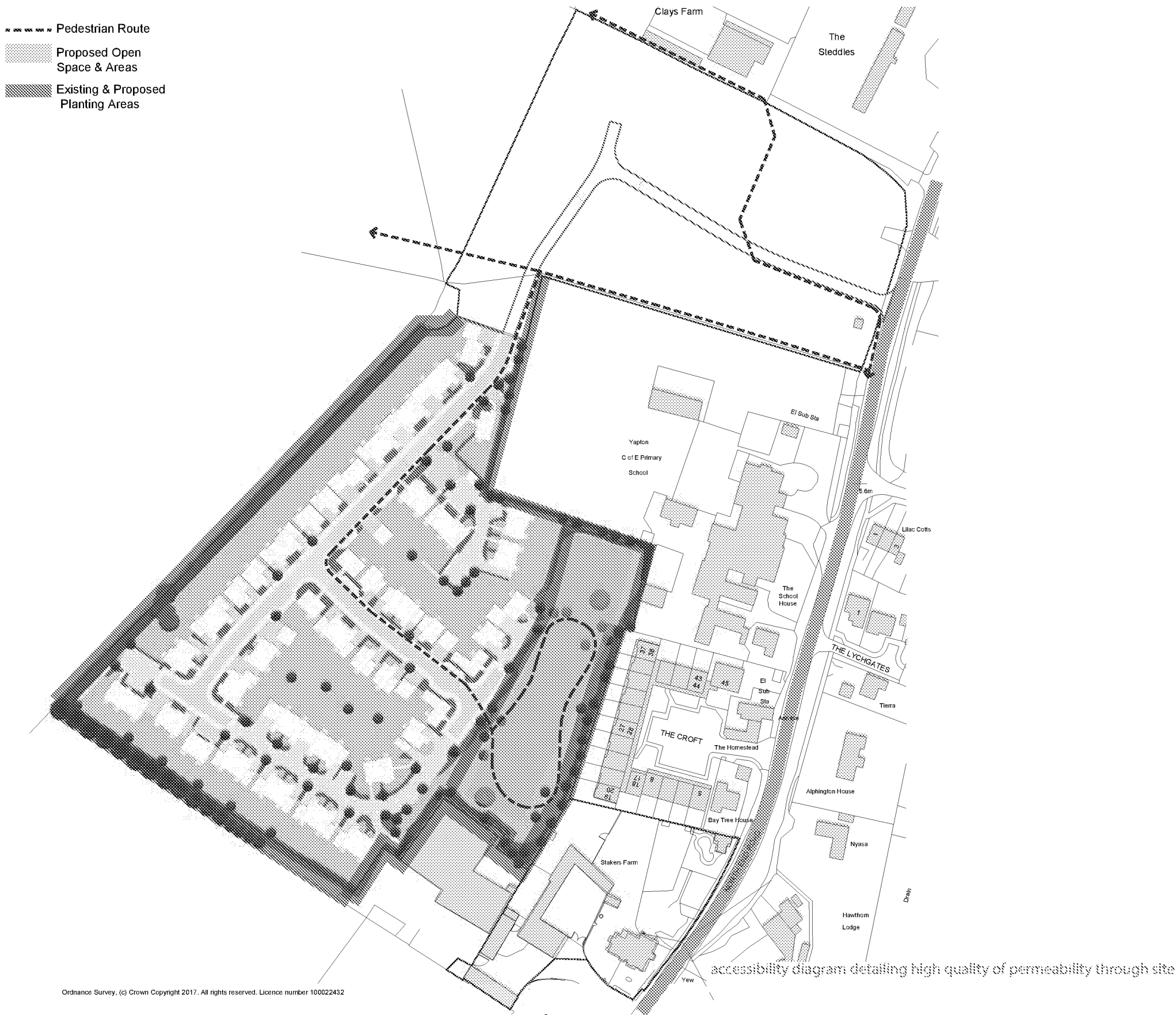


density approach diagram maintaining low density to development edges

3.8 Accessibility Approach

The approach to accessibility will be based upon the following access principles:

- Capacity and demand on the highway network should be positively managed as part of the overall transport network;
- There should be encouragement to use non-car modes of transport including foot and cycle, and a promotion of the sustainable links to public transport nodes;
- Measures should be implemented that provide accessibility to local facilities, including providing new pedestrian and cycle thoroughfares through the site to maximise permeability;
- Traffic should be managed through measures to provide priority to pedestrians and cyclists where practical and appropriate;
- Green routes, framed with appropriate planting, should be created through the site, between the entrance area and the northern boundary, to provide a rural character to dwelling frontages;
- Shared surface areas to accommodate both pedestrian and vehicular circulation;
- A high standard of public realm should be provided to create ideal conditions for walking and cycling;
- More efficient car use should be encouraged, with non-vehicular modes of transport encouraged for short journeys to local services facilitated where needed by off-site highway works;
- Appropriate storage for cycles should be provided to encourage use;
- Charging points should be provided to properties to encourage the use of electric vehicles.



3.9 Affordable Housing Provision

There is a considerable need for both market and affordable housing within Arun District Council, as set out most recently in the Strategic Housing Market Assessment (SHMA), which also sets future requirements for housing provision and identifies a preferred mixture of affordable and open-market dwellings.

Granite Gate Limited propose to provide 30% of the homes within the Outline Planning Application as affordable, in compliance with Arun District Council planning policy. This results in 21 affordable dwellings of differing sizes.

The affordable provision shown on the illustrative Site Layout would provide a comprehensive range of dwellings aimed at meeting the diverse requirements in the District, including a mixture of apartments and houses ranging from 1 to 4 bedroom affordable properties.

The Master Plan shows the affordable housing located in two small clusters, as preferred by the affordable housing providers. The affordable accommodation would be owned and managed by an appropriate Registered Social Landlord.



affordable housing location plan

4 THE MASTER PLAN

- 4.1 The Master Plan Approach
- 4.2 Access Strategy
- 4.3 Internal Permeability
- 4.4 Movement Hierarchy
- 4.5 Urban Form
- 4.6 A Character Area Approach

4.0 The Master Plan

4.1 The Master Plan Approach

The Master Plan has been prepared in order support the Outline Planning Application for up to 70 new homes to the Land at Stakers Farm, Yapton.

The Master Plan demonstrates that such an addition to the built up area can be created in a visually integrated, environmentally sensitive and sustainable manner with housing that is deliverable on the site within two years to meet Arun District Council's immediate needs.

The Master Plan follows key engagement with the Council, the local community and key stakeholders. Through consultation, it has been agreed that high quality, sustainable design and architecture is a key objective for the local authority and for the project team.

Although the planning application is in outline form, with the access only proposed for detailed approval at this stage, the Master Plan demonstrates the intended amount and location of residential development, the positioning, structure and hierarchy of the road network, the location of community open spaces and the overall landscape framework.

The Master Plan also offers a set of design principles relating to different character areas to ensure a high quality development.

The Master Plan provides the following key elements;

- The provision of up to 70 new dwellings within a mixed-tenure and highly sustainable development that maintains links to the wider Yapton settlement;
- A sustainable addition the settlement edge that is designed around current urban design best practice guidance to create a safe, inclusive and interactive environment;

- A legible development, with the public realm utilised to visually link individual areas that create varying scale, massing and detailed design within an overall design framework, establishing a strong and unique sense of place;
- An appropriate landscaped and softened edge to all sides of the built-up boundary, with open space and a strong landscape buffer utilised adjacent to the southern and western rural edges;
- Primary access from North End Road designed to work successfully within the existing road network and hierarchy;
- The provision for generous open spaces to facilitate community interaction and provide high quality recreational settings;
- Provision of public open space, landscaping, formal & informal recreational spaces, a community walk and meeting spaces;
- The inclusion of a generous area of open space adjacent to the eastern site boundary, encouraging wildlife interaction and providing a physical and visual buffer from The Croft;
- The use of wildlife corridors to the landscaped edges of the site, providing physical linkages to the edges of the development and providing areas for further significant ecological enhancement;



site master plan

4.2 Access Strategy

The area proposed for housing forms part of a larger field that is accessed via North End Road to the north east of the application site.

The proposed principal access to the site utilises the northern boundary that connects with the outline application accepted on North End Road where there is a good connection to a high-quality and appropriately surfaced public highway. The access can be used for pedestrian, cycles and vehicles and is proposed to be the only access available for vehicles.

In the vicinity of the site North End Road ranges in width from 5m to 6m and therefore accommodates two-way traffic. At the site frontage the road is subject to 30 mph speed limit, and 20mph at school times, the road continues at 30mph throughout the village. This leads directly to further footways and pedestrian routes within Yapton and the village centre. North End Road provides a route for traffic between Walberton in the north and the B2132 Bilsham Road to the south via the B2233, which commences 965m from the site.

This principal access will be an appropriately sized bell-mouth arrangement with a 5.5 metre wide road entering the site bounded by two 2 metre wide pedestrian footpaths. The south eastern footway will connect to an existing footway along North End Road. From this point on existing footways on either side of North End Road link to the Yapton village centre facilities.

The access provides good visibility along North End Road and given the limited increase in traffic that the application proposes, a simple priority junction is considered appropriate.

The application site lies in close proximity to existing bus stops available at the Primary School and is within cycling distance of the amenities available within Yapton village, which include a post office and convenience store. In travel terms the site is therefore a sustainable location for residential development

It is commonly accepted that trips made by cycle have the potential to substitute for car journeys for distances up to 5 km. The site is within 5km of significant areas of Arun, including Barnham village and local rail stations (Barnham and Ford), which can be reached within a reasonable 5 km cycle

Barnham train station is located around 1.6 miles to the north west of the site, providing good rail services to the surrounding areas.

To summarise, the access strategy allows for:

- Maximising use of the location of the site which has good connections to local services and facilities within Yapton;
- Encouraging the use of and providing direct and permeable pedestrian and cycle routes through the site;
- Accessibility to a number of bus services near to the site, including Bus 66C between Yapton, Walberton, Barnham and Bognor Regis and Bus 9 and 700 between Littlehampton, Yapton, Flansham, Bognor Regis, and Chichester;

- Barnham train station provides an excellent level of service;
- A framework travel plan is included with in the application to encourage walking, cycling and public transport over the use of the car;
- A safe vehicle access onto North End Road with a pedestrian and cycles access to the nearest bus stop;
- A safe pedestrian route towards Yapton Village and its services;

- Shared surface areas to accommodate both pedestrian and vehicular circulation;
- An internal layout that is largely designed on 'Home Zone' principles with maximum speeds of no more than 20mph on the primary route and 10mph on secondary routes;
- Adequate car parking and cycle parking provision that complies with Yapton and Arun parking standards, providing where possible more parking than required;



proposed technical access arrangement to Cottington Road

4.3 Internal Permeability

The Master Plan establishes new pedestrian and cycle links that integrate with the adjacent community. This creates clear permeability through the site for pedestrians and cyclists to the existing community to the south east of the site. Connections to an existing footpath at the northern edge of the site provides a link to the countryside. Connections to the existing open countryside to the south are not provided.

Following the Master Plan objective of ensuring permeability in the public realm, the scheme seeks to provide an edge-of-settlement environment that offers a choice of different movement routes for traveling through the development by pedestrian and cycle means.

There are visual links between the main entrance and a choice of routes around the perimeter of the site linking to the open space and ecological enhancement areas to the east of the site. This includes both direct pedestrian links through the secondary network of footpaths / cycleways. The public realm encourages short trip movement via foot or cycle through these direct links.

The pedestrian and cycle routes will offer access to local facilities, services and to public transport. Proper provision will be made for people with mobility difficulties and consideration given to the ease of access for the elderly population.

4.4 Movement Hierarchy

Within the site it is intended that the street hierarchy would follow a set of general principles as follows:

- Primary Route - 9.5 metre overall highway width with a 5.5 metre wide carriageway finished in blacktop tarmac, with a 2 metre footpath either side
- Secondary Route - 8.8 metre maximum overall highway width with a 4.8 metre wide carriageway finished in small module block paving with a 2m wide footpath either side. Where appropriate, informal visitor parking spaces to be provided.
- Green Lanes & Private Drives- Minimum 4.1 metre overall highway width as a shared surface laid to an alternate paving finish adjacent to the development edges.

The hierarchy is intended to achieve an appropriate balance between the various users of the highway network within the different areas of the Master Plan.

The road widths will vary between road types in order to create more formal areas at the site entrance and to the primary route, and the more predominant areas of informality adjacent to the softer planted green edges.

The entire scheme is intended to have both vertical and horizontal highway features, including granite setts as rumble strips, raised tables at junctions and timber bollards close to road edges to ensure a maximum 20mph design standard so that traffic speeds remain low throughout the development.

In terms of the access hierarchy, it is proposed that the means of access from North End Road will cater for all road users including refuse vehicles, cars, cyclists and pedestrians.

With respect to cycling on site, this will be served generally by on-street movement, including the use of the shared surface roads.



proposed access strategy including pedestrian and cycle routes

4.5 Urban Form

Within the proposed development, the urban form will be defined by how the dwellings relate to each other within the block layouts, creating streets and spaces.

The urban form will need to vary for different locations, whilst having a common theme in order to create visual quality within the development and provide legible movement routes.

The Master Plan has been formulated around the principles of the perimeter block, whilst taking into account safety, permeability, adaptability and parking provision.

The proposed positions of roads, open spaces and pedestrian/cycle routes create appropriate block sizes to allow a variety of dwelling types and tenures with generous private amenity space and achieving no overlooking or overbearing issues.

Vehicle parking is envisaged as generally on-plot driveway with a limited use of frontage parking.

Defining the quality of the public realm, building frontages will express the junction between public and private spaces. The frontages vary throughout the Master Plan, from relatively close to the primary access and secondary routes, through to dwellings set back behind larger planted front gardens to the development edges.

The use of staggered building lines and angled forms avoid the creation of physical and visual corridors through the site, breaking up the built form to avoid an overly urban environment whilst ensuring the natural surveillance and overlooking of public spaces, movement routes and parking areas.

The Master Plan acts as an overall framework for the development of the detailed design to be submitted at the Reserved Matters stage.

The Master Plan delivers a high quality of urban form through the following;

- A variety of house types ranging from an appropriately sized and detailed 1 bed flats to large detached houses;
- Key groups of buildings forming landmarks, relating to key vistas throughout the site;
- The consistency of building lines and architecture relating to street type, reflecting the aims of achieving a variety in street typology;
- Appropriate gaps and physical linkages within the street-scene to provide numerous views to landscaping and open space when traveling along the street;
- Roof-lines to create visual interest, with roofs including gable ends and some steeper pitched roofs to relate to historical forms;
- The use of natural ventilation stacks and chimneys where appropriate to break up continuous ridge lines;
- A focus on detailing to provide strong articulation to elevations, including bay windows, porches, overhanging eaves and ridge detailing.

4.6 A Character Area Approach

The identification of character areas has informed the development of the Master Plan, producing a series of linked experiences when traveling by foot, cycle or car throughout the development.

The areas are each intended to have an individual 'personality' and inform the scale, design and material treatment of the surrounding buildings, ensuring that an appropriately individual sense of place is created for residents & visitors and establishing a defined hierarchy of built form throughout the site.

The scale, design and use of materials and the agreement of a set of design principles for each character area is important to ensure a high quality and varied development.

Specific character area proposals are as follows and described in greater detail in the following sections.

- [a] Primary Road West Side
- [b] Residential Core
- [c] Cul-de-Sac
- [d] Open Space Frontage



[a] Primary Road West Side

The primary road has been designed to take the form of a row of semi-detached and detached houses creating a strong road line. This will be continuing on from the approved site continuing the primary road character.

Filtered views will be possible through from the road to the open space on the western boundary and out over the countryside.

These dwellings will act as the 'shop front' for the development, and should bring together the detailing and features found elsewhere in the development.

The success of this proposals will be dependent upon the quality of design of these dwellings around this joining area.

Garden lengths are at least 11 metres, with car parking provided as garages with a driveway in front. Pathways to front doors will be laid to the same surface as throughout the whole development to maintain continuity in the hard landscaping.

Two key building locations are identified, being the 'entry' plot to the scheme, and another plot on the axis of the secondary road.



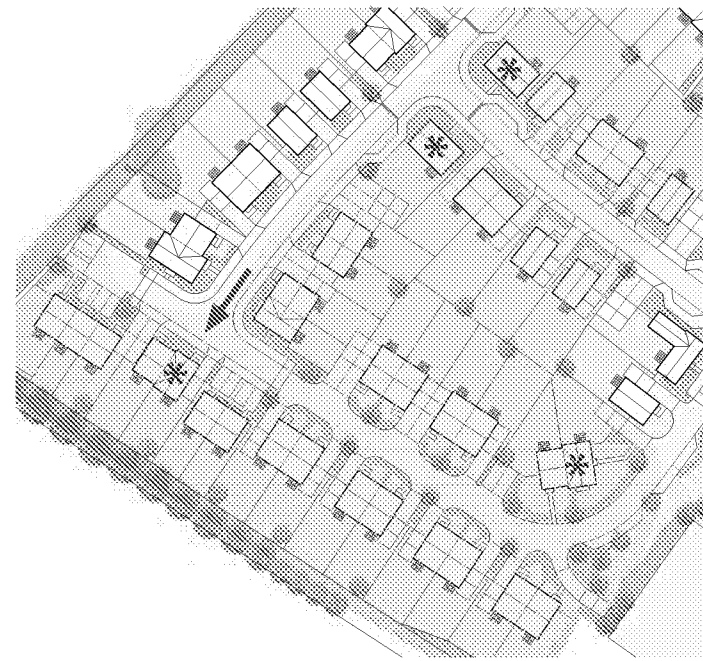
[b] Residential Core

The area that forms the mid part of the proposals is populated primarily by semi-detached dwellings, set relatively closely to the road edge. These properties have curtilage parking to the side of them, thus providing generous gaps between the plots.

Regular spacing of these semi-detached dwellings provide consistent form, whilst materials will be chosen to add cohesion to this particular character area.

As with other areas in the Master Plan, particular plots relating to the streets benefit from dual frontages to continue the active frontage design intent, ensuring all 'corners' are suitably focused on the street.

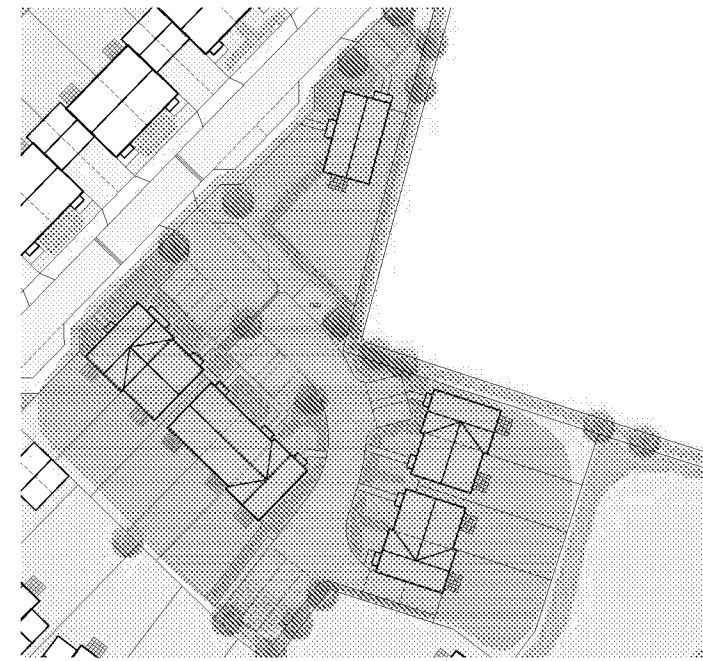
Several key buildings are identified, including one on a focal point at the end of the primary roads, and two forming a gateway to the secondary road junction.



[c] Cul-de-Sac

In the north-east corner a cul-de-sac style dwellings surround a shared surface car parking area. These take a semi-detached and terrace form and include a small flat block. The closeness of these dwellings creates its own sense of place and identity.

This uses built form to frame this area with a backdrop of a wide landscaping buffer to the Primary School, all set around a highly landscaped parking courtyard.



[d] Open Space Frontage

The eastern part of the site comprises the culmination of the secondary access, road leading out to the open space and changing to green lane style roads either side giving a more rural feel to this part of the development.

Dwellings here are positioned to look over the open space and the buffer zone along this edge. Detached, low density dwellings are introduced here to break up the rhythm and provide different a sense of scale along the street scene.

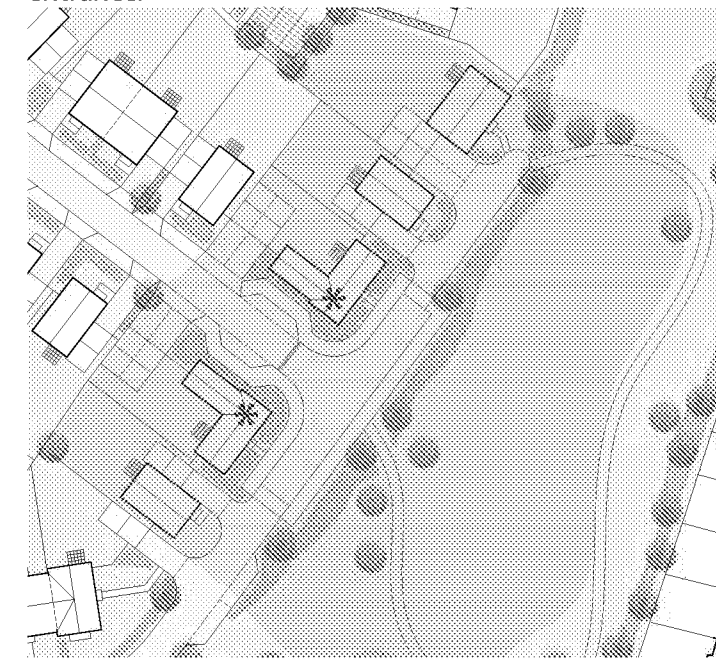
Parking is alongside the dwellings within their curtilage to avoid the intrusion of large numbers of parked cars along the frontage.

Open space areas are likely to be protected from vehicles by timber posts or knee high post and rail fencing to emphasise the rural edge.

Tile hanging or black boarding could be introduced as a material in these locations as appropriate in a country setting.

Pedestrian route around the open space will benefit from natural surveillance from these dwellings.

Two key corner turning plots will form a gateway entrance.



5

DESIGN PRINCIPLES

- 5.1 Meeting the Principles of Building For Life
- 5.2 Arun District Council Design Requirements
- 5.3 Building Heights
- 5.4 Architectural Approach
- 5.5 Gateway Locations and Landmark Buildings
- 5.6 Key Built Form Edges
- 5.7 Housing Typologies
- 5.8 Materials
- 5.9 Open Spaces Strategy
- 5.10 Car and Cycle Parking
- 5.11 Lighting
- 5.12 Utilities Provision

5.0 Design Principles

5.1 Meeting the Principles of Building for Life

The 12 Building for Life principles are recognised as the industry standard for well designed homes and neighbourhoods.

In order to demonstrate the quality of the scheme Master Plan it has been tested against the Building for Life principles as listed below:

1 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, whilst also respecting existing buildings and land uses along the boundaries of the development site?

The scheme utilises a single proposed vehicular connection to the surrounding road network on North End Road, whilst implementing an appropriate and well designed access network within the site for vehicles, pedestrians and cycles.

By providing an appropriate linkage to North End Road, the scheme respects existing land uses and the relationship between neighbouring buildings and the site, establishing an acceptable relationship within the surrounding landscape and highway context.

2 Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

The proposed development is well located in respect of local services within Yapton, with more regional services offered in nearby Barmham approximately 1 mile to the east.

The site, located to the western edge of the built up area of Yapton, already benefits from sustainable links to larger surrounding settlements. Surrounding local services are likely to see a rise in patronage as a result of the development.

3 Public transport

Does the scheme have good access to public transport to help reduce car dependency?

In terms of sustainable travel opportunities, there are bus stops along Barmham Road allowing access to the larger towns of Barmham, Littlehampton, Brighton and Chichester, with Barmham Railway Station also providing excellent rail services to the wider surrounding area including Chichester and Worthing. Dogger Fields is an employment hub, ensuring significant employment opportunities within a relatively small radius of the site.

4 Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

The proposed development provides a full range of dwelling sizes with a varied mix of types of houses and apartments, from 1 to 4 bedrooms, the mix has been designed to accurately reflect the requirements of the local market.

Affordable housing is provided at the required 30%, and the entire scheme (including both open market and affordable dwellings) will be constructed together to ensure a high quality, community-led and tenure-blind development.

5 Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

By providing a single entrance road entering a collection of publicly and pedestrian-oriented movement routes, the development will provide legibility whilst maintaining an appropriate character adjacent to the edge of the Yapton settlement.

Dwellings front onto roads set behind landscaped edges with a public open space creating a semi-rural character inspired by the setting.

The scheme ensures that resident interaction within the public realm is maximised, helping to create a site-specific sense of place throughout and assisted by the establishment of several character areas within the scheme design created through material use, building features and means of enclosure.

6 Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site constraints and micro-climates?

A detailed appraisal of the context of the site has informed a comprehensive and robust design that utilises the limited existing features and adds a significant amount of new planting to both incorporate and enhance landscape features and habitats.

An open space to the eastern edge of the site responds to the location and creates a buffer to the conservation area and the residents within The Croft.

7 Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

The development is specifically designed to create public/private definition in the streets and spaces, with a mix of built form comprising semi-detached and detached dwellings which are positioned relatively informally within the street scenes in order to create the appropriate semi-rural character whilst providing activity on street corners.

Dwelling at the site entrance and around the site entrance area are used to create a strong sense of place, helping to establish landmark features in the area to aid legibility. A non-standard approach to housing design will create individually designed elevations that create overlooking of the public realm to all movement routes.

8 Easy to find your way around

Is the scheme designed to make it easy to find your way around?

The diminishing nature of road formations further away from the site access, along with the reduced density and house forms make the site extremely easy to navigate around.

This is aided by the use of feature dwellings on key corners and vistas around the site as well as at the site entrance.

9 Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

Streets are primarily laid out as varying width shared surfaces, using an appropriate variety of surface materials, granite setts and soft landscaping to ensure vehicle speeds are kept low whilst encouraging community interaction within the streets.

10 Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

The majority of houses within the development have on plot parking in the form of driveways alongside the dwelling, whilst others have frontage parking where this is appropriate to the character area.

With the use of grassed verges and front garden planting, there is comprehensive landscaping generally fronting movement routes to ensure that buildings are the focal points in the street and not cars.

11 Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

Defining the quality of the public realm, building frontages will express the junction between public and private spaces. The frontages are generally set back behind planted front gardens to ensure an attractive and well-spaced public realm. The use of staggered and varying building lines will ensure physical and visual corridors are created through the site, with activity created to all building edges through secondary windows and entrances, particular on corner situations.

12 External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

All dwellings will be provided with appropriate internal and external refuse and recycling bins, with composting facilities and rainwater butts also to be provided in gardens. Car and cycle parking is fully compliant with standards, with cycle provision generally in either garages or lockable sheds in private rear gardens.

5.2 Arun District Council Design Requirements

It is considered that the design response contained within the Master Plan proposal is in accordance with the design aims and objectives of Arun District Council.

The proposed road layout provides for 'perimeter blocks, and providing plenty of opportunity for turning whilst also being designed for fire and refuse vehicles. Significant visitor parking is provided in the form of informal lay-by areas, interspersed by landscaped and structural on-street planting.

Some roads are designed as pedestrian priority and shared surface to minimise vehicle speeds along the 'home-zone' design principles. This shared surface approach also reduces the dominance of hard-standing areas throughout the site.

The location of the open space allows for parkland frontage for a number of the houses.

Landscaping is considered as integral in the Master Plan, with frontage, on-street and strategic planting creating a highly 'greened' development. Open space is calculated as being policy compliant.

Dwellings will be designed to the Nationally Described Space Standards.

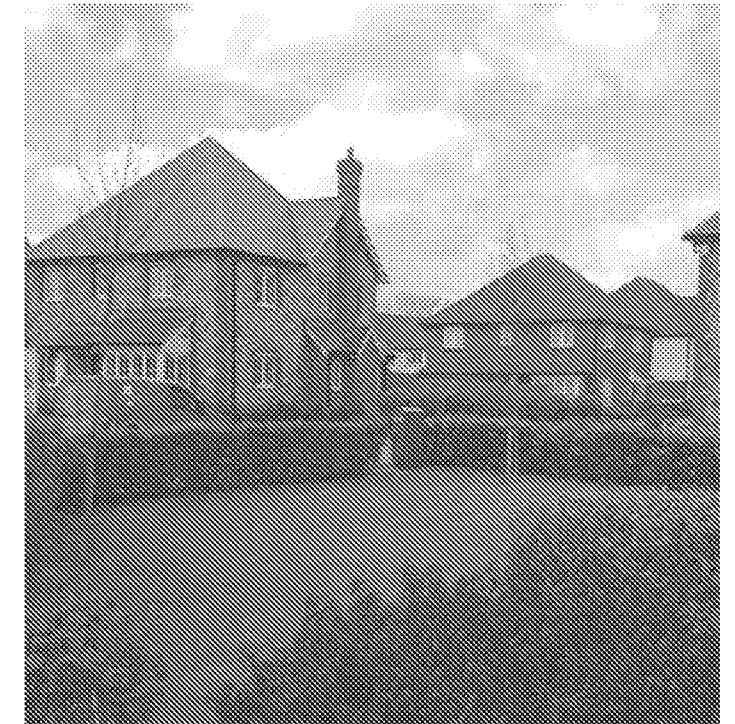
At the dwelling design level, housing will be designed to benefit from enclosed draft lobbies with suitable external porches, and natural ventilation will be provided through the use of wind cowls where possible.

Very generous gardens are provided for each home, with significant rear-to-rear distances in excess of typical distances on some new developments.

Blank facades are avoided, with homes designed to 'turn corners' and provide activity on all movement routes. It is intended that at the detailed design stage, homes will exhibit a contemporary design set within a context of traditional materials and roof forms.

Within rear gardens, sheds will be provided to all houses to allow for cycle storage, tools and garden equipment. Personal allotment areas are possible for each dwelling within the generous rear gardens to encourage self-sufficiency. Garages where shown within the Master Plan are provided to an internal size of 3 metres by 6 metres.

The comprehensive and community focused open space strategy provides excellent access for residents to a high-quality and varied open space. The development will be Secured by Design compliant through close discussion with West Sussex Police.



dwellings will be interspersed with open spaces



housing will generally be two-storeys in height

5.3 Building Heights

Throughout the development, building heights will generally be two storeys in order to make an appropriate use of the land, matching much of the residential development within Yapton, but not mimicking the bungalow-led design approach within some areas of Yapton.

By allowing two-storey development, the Master Plan limits the cumulative impact of the development on the edge-of-settlement setting;

Roofs will be generally 35 to 40 degrees on front-to-back roofs, whilst gable ended properties will have roof pitches of up to 50 degrees to provide a more traditional building form.

At the development edges, scale and massing of dwellings will be reduced to create a transition to the rural edge. Buildings may include cat-slide elements, single storey projections and increased separation distances between dwellings.

Single storey garages break up the spaces and allow increased visual gaps between dwellings at first floor level.

This approach is in general accordance with best practice for sustainable edge of settlement housing developments.

5.4 Architectural Approach

The architectural approach to the buildings within the Master Plan will be influenced by the existing materials and forms within Yapton and the surrounding area.

The Master Plan proposes a contemporary interpretation of a sympathetic edge of village extension, using the massing of traditional building forms within a more modern context, whilst being designed to fit in with the vernacular of the wider surrounding Yapton locale. Whilst respecting the context of the nearby Conservation Area.

An underlying architectural style could permeate the development, characterised by deep and generous window proportions, a varied but cohesive use of traditional materials and features such as bay windows, chimneys, porches and gables to provide interest and variety in the new streets.

The common architectural language will follow through to the external materials, with boundary walls, hard surfacing and fencing primarily of the Arun palette, all common through the scheme. The built form will include grouped buildings that will share common materials within a wider palette covering the development as a whole.

Detailing will be specific to material use, and generally common to the scheme design to create an underlying 'development identity' that is representative of the location of the site integral to Yapton but individual in character.

The proposed architectural approach will be fully detailed as part of a Reserved Matters submission following further discussion with local residents and Arun District Council.



precedent images

5.5 Gateway Locations and Landmark Buildings

The Master Plan has been designed to create areas where specific buildings can be positioned to create character and interest in the street-scene, accentuating views and increasing scale where appropriate.

The Master Plan provides the opportunity for two key 'accent' building types. Gateway buildings will be located prominently at the entrance to both the site and to key gateways within the site such as where the secondary routes meet with the rural edge.

Landmark or accent buildings will vary in form but will be used to create visual interest at key views and key corners within the public realm, particularly relating to open spaces.

Gateway buildings will be restricted to a few key locations; Plots 1 and 69-70 adjacent to the main access road to signify the entrance to the site, Plot 60 also acts as a change in direction and character area. These buildings will generally present a slight increase in scale, will present individual architectural detailing and will be dual fronted where applicable, relating to both the movement route and view.

Landmark buildings will be proposed in specific locations where a building of a distinctive character would benefit the street-scene. Landmark buildings will be used to create focal points adjacent to the site boundaries in order to improve the legibility of the scheme, and may utilise specific and individual materials or design detailing, but are not intended to provide a significant change in character. Typical examples would be Plot 1 as key nodes to/from the site entrance, and Plots 23/24 as a vista along the secondary road

Elsewhere, secondary landmark buildings may be utilised to provide additional interest particularly on corners, such as bay windows to Plots 45 & 59.

Plots 11 and 12 form a key vista point, whilst plots 50 and 54 form a gateway. All these plots will be subject to additional details and features.

5.6 Key Built Form Edges

Edges of buildings, corners and detail accents can help to provide a site with character, visual identity and aid legibility by providing points for orientation throughout the public realm. The Master Plan creates buildings and spaces of distinction, designed to provide a visual experience when traveling through the site, focused on a pedestrian perspective. There are no rear gardens backing on to public spaces, with only limited side gardens which could have feature screen brick walls.

Built form edges are positioned to work with the public realm to contribute towards creating a community-oriented sense of place, whilst also focusing on maximising daylight and natural ventilation within dwellings through appropriate orientation.

The Master Plan proposes a mixture of highly defined edges based on the perimeter block concept, such as to the primary route, and more low-key edges. At the entrance and central routes, the Master Plan will have a more defined form, consisting of appropriately spaced two storey buildings with accent and landmark features to create a visual pathway. Conversely, the lower density areas will have more sporadic and undefined edges adjacent to the open space, representative of the rural setting.

The treatment of boundaries between the public and private realm is particularly important to the success of the built-form edges. Brick walls and traditional post and rail fencing will be utilised where appropriate to create a sense of enclosure and relate to the built form within each character area. Street furniture will vary between the areas, with post and rail fencing, hedgerow or planting defining boundaries depending on the character area.

Allied to this, landscaping within the public realm will also contribute to the green nature of the edge conditions, such as on-street tree planting, the use of box hedges and the provision of shrub planting beds where appropriate.

5.7 Housing Typologies

Granite Gate Limited propose a varied mixture of both open-market and affordable housing typologies within the proposed development, relating to the setting within the Master Plan. Housing types will be linked to the street hierarchy.

Along the primary and secondary routes, dwellings will be two storeys in height, and a mixture of narrow fronted detached and semi-detached houses. Housing will be positioned more formally to the street to create a rhythm of front doors and windows.

The cul-de-sac character area will contain closely spaced semi-detached properties and a row of three terrace houses to create enclosure in the street-scene and roof-scape. Buildings will include a small flat block and will be two-storeys in scale. The car parking will be generally on-plot frontage parking creating passive surveillance. Positioned suitably amongst landscaped areas to avoid large areas of hardstanding with no green spaces.

Towards the development edges, and to the edges of the public open space, there will be detached houses. These house types will be a mix of wide and narrow frontage dwellings, with on-plot parking within garages.

All dwellings within the scheme are intended to be bespoke and designed to suit the development proposal.

The limited number of flats will be contained in two storey dual fronted buildings to assimilate them with the rest of the housing development.



a variety of housing types & details will add visual interest



different road treatments will create individual character

5.8 Materials

The architectural form and character of the development, the design of the houses and the proposed materials is intended to strongly reflect the style and materials traditionally used within the local area, but set within a more contemporary and sustainable context.

The Master Plan, with an overall density of 23 dwellings per hectare, provides for well proportioned housing with simple roof forms in a traditional style. Buildings are intended to incorporate elements of symmetry along with feature gables, projecting bays, possible flat roof dormers, chimneys and porch details to create a high quality of aesthetical interest within the street-scene.

A palette of building materials will be incorporated within the scheme design, all of which are reflective of the traditional Sussex vernacular and utilised within Yapton.

As such, the proposed development will utilise the materials to create a varied palette throughout the site, including a mixture of local red stock brickwork, plain tile-hanging, painted sand-cement render, boarding and flint to create variation within the street-scene and emphasise different areas throughout the development. Roofs will be plain tiles of varying colours, with a limited number of properties utilising slates.

Individual landmark or accent buildings or building groups which vary in scale or massing may exhibit a more individual architectural style or include particular architectural detailing, and alternate materials may be used where visually appropriate within the public realm.

The design of the dwellings will create both variety and individuality within the street, whilst being representative of the character and architecture of Yapton. Traditional elements such as working chimneys and feature bay windows may be utilised to add to the scheme's local identity, with the use of large glazed areas and more contemporary detailing ensuring that the detailed design is not considered pastiche.

The hard landscaping strategy is equally important to the scheme, and the variation in road types allows different finishes to be utilised. Generally small module block paving is proposed in a variety of types that will provide legibility between primary, secondary and green routes.

A framework for the Interaction between built form and soft landscaping will ensure high quality on the built development, with landscaping effectively used as a material for creating high quality public realms and within private front garden areas to provide interaction with the street.

Specific materials will be proposed as part of a future Reserved Matters submission.



possible surfacing and external finish materials

5.9 Open Spaces Strategy

An open space area will be provided within the site towards the eastern boundary this will have a mown footpaths route, to encourage residents to use the space.

The open space within the site will meet the following criteria;

- Provide a range of experiences;
- Be accessible to all residents of the development;
- Create safe environments for play and learning;
- Increase biodiversity and create or enhance wildlife habitats throughout the site;
- Encourage outdoor activities and healthy living;
- Provide an attractive setting for residential properties;
- Act as buffers to reduce noise to and from adjacent residential uses;
- Minimise inter-visibility between the site and the Conservation Area to the south and west.

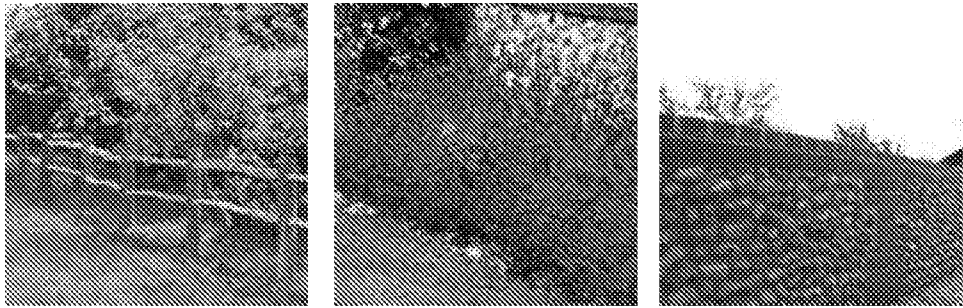
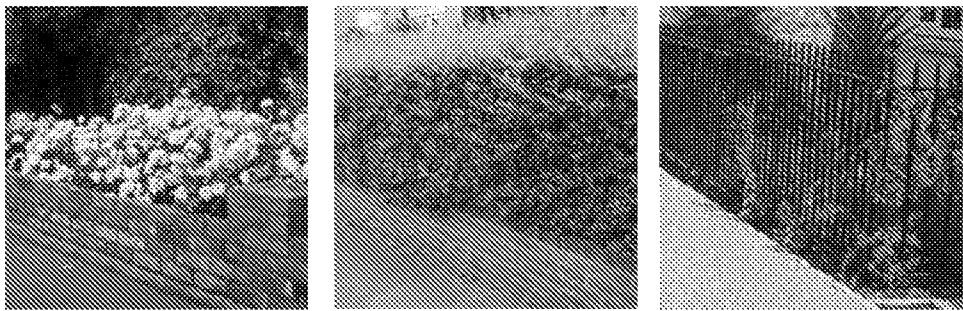
The open space strategy will create a landscaped framework in which the parcels of development will sit.

The large formal open space is 4000sqm and is positioned to the edge of the settlement with a few houses to aid with local distinctiveness and the creation of a sense of place.

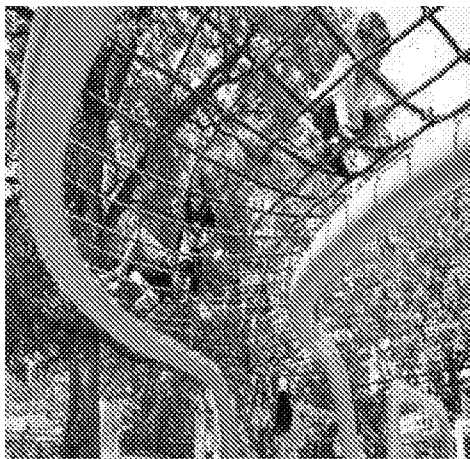
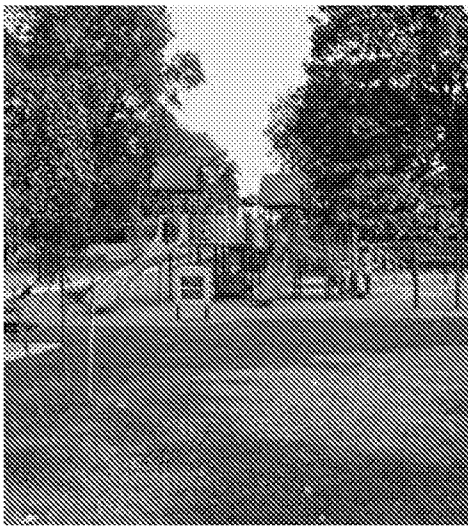
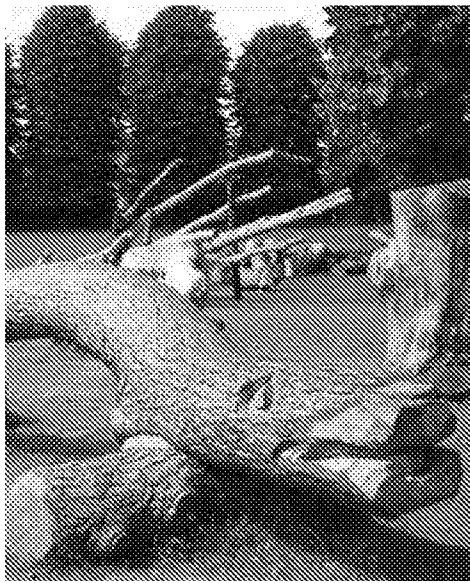
The open space will be overlooked by the perimeter development to create a place that can be used safely and do not represent a risk to security.

The open space strategy encompasses ecology provisions both generally and more specifically within an ecological enhancement area to meet the requirements of emerging planning policy and good practice. These areas of landscaping will facilitate new wildlife habitats.

The overall public open space is considered to meet the requirements of Arun District Council policy, which for a 70 dwelling scheme would require 3662.4sqm of open space (533sqm equipped play space and 3129.4sqm informal/casual open space).



public / private boundary demarcations



formal and informal open spaces proposed through site

5.10 Car and Cycle Parking

The car parking and cycle provision within the Master Plan has been designed to accord with planning policy within both Arun District and West Sussex.

Parking will be provided as a mixture of on-plot spaces and courtyard parking dependent on specific dwelling location. All dwellings with more than one allocated space have at least two independently accessed car spaces.

Cycle parking will be provided generally within a lockable external shed located in private rear gardens or within communal stores for apartments.

The Master Plan identifies the breakdown of car parking per dwelling, however in detail it has been designed and laid out as follows:

- 1 space per 1-bed flat, on-plot parking
- 2 spaces per 2 & 3-bedroom house, predominantly on-plot parking including frontage parking;
- 4 spaces per 4-bedroom house provided on-plot.
- 14 unallocated visitors spaces (1 per 5 dwellings) across the site, including adjacent to the open spaces and within the road network, to be managed by the nominated estate management company.

In terms of cycle parking adequate provision has been identified within the Master Plan as follows:

- 0.5 spaces per 1-bedroom flat;
- 1 space per 2-bedroom house;
- 2 spaces per 3 & 4-bedroom house;

5.11 Lighting

Street lighting will be provided throughout the residential areas in accordance with Secured by Design guidance, which may include limited pedestrian focused public street lighting columns, bollard lighting and on-plot security lighting subject to a detailed lighting strategy as part of the detailed scheme design.

It is intended that public street lighting columns will be used only where required for the adoption of the key roads; the design intent for the scheme is that a semi-rural character is established including a focus on minimising light impact.

Lighting will also be provided in key areas of open space which may be used in evenings, but will be limited in the more informal open space areas around the edge of the site to bollard lights or ground up-lighters only where specifically required to meet safety concerns.

Where lighting will be close to the open spaces the potential impact on wildlife will be fully considered and it is likely to be necessary to create dark corridors along key green routes including the ecological enhancement area.

Light fittings will be low energy, highly efficient and directional in order to limit the amount of light spillage on the rural surrounds and to the adjoining residential dwellings to the north and east.

5.12 Utilities Provision

There will be provision for all required services into the various perimeter blocks within the development site.

There are no services or easements currently crossing the site, and it is understood that gas, electric, telephony and drainage services are available in North End Road.

Provision will be made through the road network for new services to the built form, with services margins provided around the Master Plan for distribution within adoptable boundaries as required.

The detailed design at the Reserved Matters and implementation stage will include full details of the services network. However, the Master Plan provides sufficient space for the services distribution.



a focus on high quality public realm furniture and art

6

LANDSCAPE AND ENVIRONMENTAL

- 6.1 Landscape Strategy
- 6.2 Open Spaces and Buffers
- 6.3 Landscape Management Strategy

6.0 Landscape and Environmental

6.1 Landscape Strategy

The Master Plan creates a strong landscape framework throughout the development, applicable to all dwellings. The layout seeks to make the most effective use of the limited existing landscape features, and to build a well connected and integrated green space.

Existing landscape features would be retained, protected and reinforced to provide a framework for the new development and create corridors for wildlife, contributing to localised green infrastructure. The landscape proposals seek to reinforce the existing landscape structure and enhance the existing site and boundary features whilst softening and filtering glimpsed views made from public highways and nearby public rights of way.

The open space would act as a buffer between the development and nearby Conservation Area and provide a naturalised setting to the semi-rural edge of Yapton. This proposed area will have public access, the properties adjacent to the eastern boundary with existing dwellings benefit from retained and reinforced planting.

The residential street frontages would be strengthened and defined through proposed tree and shrub planting providing an integrated landscape setting to the development within the surrounding landscape structure. The planting scheme would soften and filter internal views across the Site, as well as increase biodiversity within the site boundary.

-  Proposed Open Space
-  Existing hedges to boundaries to be retained and enhanced
-  Existing tree to boundaries to be retained and enhanced
-  Proposed native buffer planting
-  Proposed UK provenance wildflower grassland
-  Pedestrian Route



Landscape Strategy Plan detailing site-wide planting approach

6.2 Open Spaces & Buffers

The proposals incorporate a substantial area of Public Open Space (4000m²) to the eastern edge of the proposed residential development. The open space would act as a buffer between the development and nearby Conservation Area.

The area of Public Open Space also offers the opportunity for extensive ecological enhancement and the establishment and structural diversification of vegetation with the sowing of broad areas of wildflower, through the planting of native mixed species understorey shrub planting to the northern, eastern and southern boundaries, and through the planting of scattered and grouped native species trees.

The native planting proposals would reinforce the existing vegetation to the boundary edge whilst establishing significant swathes of newly created diverse wildlife habitat.

The community public open space is a linear area of land located along the sites eastern boundary. It is intended to provide a focus for outdoor activities within the development. Bounded and overlooked by residential development to the west, the space will benefit from significant natural surveillance and appropriate lighting to ensure safe use.

The open space is intended to be used by the whole community and could provide facilities for a range of ages and abilities.

These will include areas for more passive uses such as formal quiet sitting areas.

The open space will be a flexible space and provide an opportunity to host local groups, to help build a feeling of community and create a development that is sustainable in the long term.

Post and rail fences will denote the edges of the space.

A 4.5m natural planting buffer to the western site boundary will be provided to help encourage bio-diversity as well as helping future views from outside the sit to the east. This would be an extension of that proposed to the adjacent development site to the north.



precedent images of informal open spaces

6.3 Landscape Management Strategy

The landscape proposals will be developed to create a well designed and attractive setting for the new development. The proposals will consist of a range of different planted areas which will require varying levels of management, but all areas will be designed so that they will not present a burden on resources.

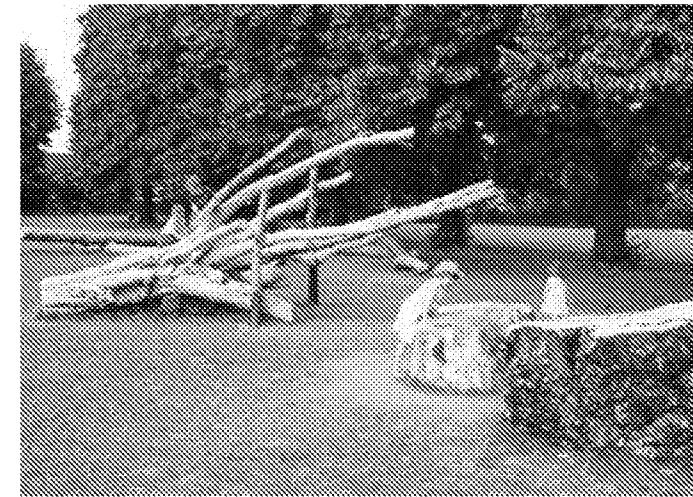
The purpose of maintaining and managing the site is, in the first instance, to encourage the satisfactory establishment of the landscape proposals, particularly in the areas adjacent to the site boundaries. The purpose is also to subsequently ensure the integrity of the scheme in the medium to long term.

To ensure that the soft landscape develops in this way, the management strategy will create a management regime developed for both the first 5 years after implementation and for subsequent ongoing maintenance on a yearly rota.

The Landscape Management Strategy will seek to enhance ecology and biodiversity throughout the site and techniques which have a benefit to wildlife will be considered over 'standard' management methods. More formal grassland, tree and hedgerow maintenance will be carried out close to residential properties to aid public use and access.

Granite Gate Limited is committed to a full Landscape Management regime as part of the Master Plan proposal, which would be secured by a service charges to residents.

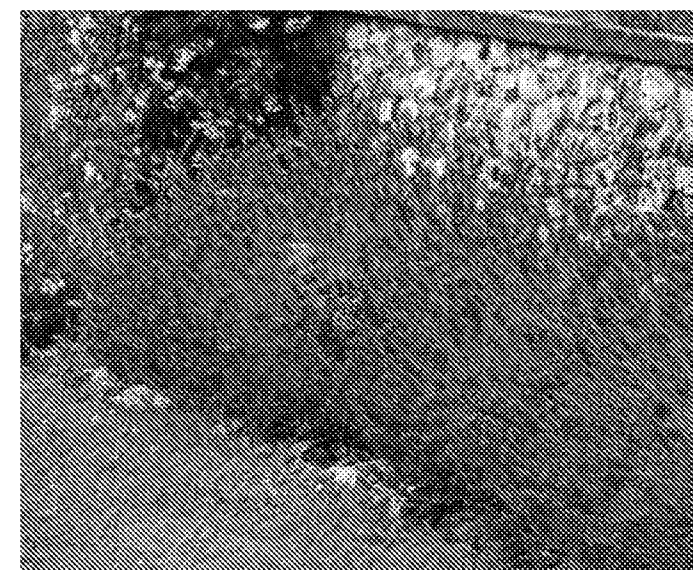
The full Site Management Plan is envisaged to be agreed following a Reserved Matters approval as part of a Planning Condition.



natural play equipment to be overlooked by dwellings



personal allotment areas within rear gardens



colourful edge shrub planting to front garden areas



tree planting adjacent to roads and footpaths



the central green will encourage community interaction

7

SUSTAINABILITY

- 7.1 Sustainability & Renewable Energy Objectives
- 7.2 Built Form & Design Standards
- 7.3 Energy Strategy
- 7.4 Sustainable Urban Drainage Strategy
- 7.5 Foul Drainage Strategy
- 7.6 Waste and Recycling

7.0 Sustainability

7.1 Sustainability & Renewable Energy Objectives

The proposed development encapsulates the key principles of sustainability – in social, economic and environmental terms – through the process of good design that has been considered with reference to location.

The following section outlines some of the principles of sustainable design, including issues such as energy use, water management, waste and recycling, locational issues and transport.

The overall objectives for this site are to ensure first and foremost that it meets, and where possible exceeds, the requirements of the emerging planning policy framework. There is a presumption in the National Planning Policy Framework in favour of 'sustainable development'.

Of particular importance is the need to address climate change, ensuring lower water use and efficiency, creating energy efficient design and layouts, providing for renewable energy, reducing waste, meeting ecological issues and creating appropriate landscaping.

Beyond the policy requirements, Granite Gate Limited is keen to ensure that the development is a place where a real sense of community can be developed and where a safe and attractive environment can be created.

Delivering a sustainable development is clearly about more than just the environment: it is about providing a place where people want to live and where they can prosper over the long term. This process begins with a well-crafted Master Plan with sustainability as a core part of the design.

7.2 Built Form & Design Standards

The intended targets in respect of sustainable design are built around the current Building Regulations, with a focus on renewable energy generation.

The current policy accepted by Arun District Council requires all residential development, of the scale of the Master Plan proposal, to achieve Building Regulations compliance, with no further requirements for on-site energy creation or reduction. Granite Gate Limited confirms that the scheme will achieve full compliance with the Building Regulations.

The site layout contained within the Master Plan has considered the natural and historic environment and has included measures to both retain and enhance the limited existing landscape features.

Other design standards utilised within the development include the affordable housing within the development to be designed to achieve the Lifetime Homes standard (Part M2 in the current Building Regulations), a system that helps ensure that homes can be adapted to suit people at different points in their life.

All homes are designed to create sufficient internal space and suitable access for the additional needs of both elderly and disabled residents.

Secured by Design has been a key feature of the design process to create a safe environment, and it is intended that Sussex Police will be consulted as part of the Reserved Matters detailed design to ensure that any additional recommendations can be implemented within the dwellings.

7.3 Energy Strategy

Before describing the approach to energy supply and renewable options, it is necessary to understand the overall approach to sustainable energy design, and the means by which energy use and carbon emissions will be minimised for the development.

It is essential to reduce energy demands as far as possible, in-line with the energy hierarchy, before considering the introduction of energy generation and supply technologies; a 'fabric first' approach.

There are a number of key design elements that have been applied at high level through the development of the Master Plan and which will be developed at the Reserved Matters stage for the implementation of the scheme:

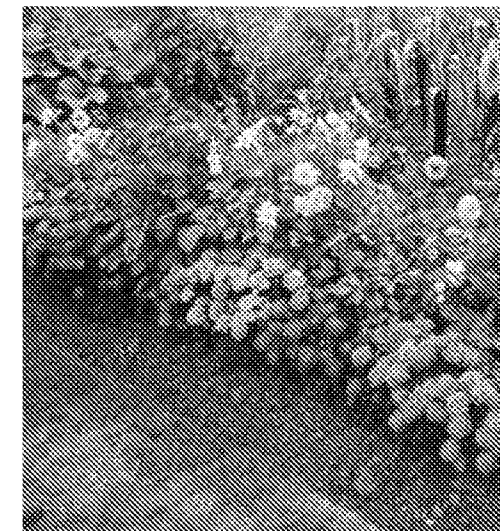
- Passive solar design principles – the Master Plan has been oriented to enable dwellings to benefit from an east-west or southerly orientation where possible;
- Daylighting – the properties will benefit from good levels of natural daylighting, as a result of optimised levels of glazing but also because the development will be built at a density that ensures appropriate spaces around dwellings, including generous front and rear gardens;

- Building fabric – a highly energy efficient building envelope that meets Building Regulations standards;
- Air tight structure - the air tightness of a building is important in minimising heat loss, but also in the prevention of drafts that can make homes feel uncomfortably cold;

A range of options for renewable energy supply have been considered for the development proposed in the Master Plan, including consideration of development-wide renewable technologies.

The Master Plan layout lends itself to integrated solar thermal and photo-voltaic solutions, which can be incorporated in conjunction with high efficiency gas boiler systems. Where used, photo-voltaic panels will be designed to be integrated within the roof-slope rather than standing proud of the roof, and will be positioned on non-public realm slopes if possible.

The renewable design considerations, coupled with the building specific design measures will enable high quality, healthy and comfortable living spaces to be built. By integrating the principles outlined above at the detailed design stage, the proposed development will become a very attractive and sustainable place to live.



7.4 Sustainable Urban Drainage Strategy

Surface water from the new development will be attenuated onsite using a combination of filter drains and individual soakways discharging to ground and mimicking the existing drainage.

Please see the supporting Flood Risk Assessment and Drainage Strategy for full details.

7.5 Foul Drainage Strategy

A foul sewer will be routed around the proposed development within the roadways or alongside in grass verges as appropriate.

Please see the supporting Flood Risk Assessment and Drainage Strategy for full details.

7.6 Waste and Recycling

Within the proposed development, all homes will be provided with internal refuse and recycling bins to split the different recycling streams prior to storage outside. It is intended that composting bins will be provided in gardens in accordance with best practice.

With regard to refuse and recycling, bins will be stored generally within rear garden areas and provided with a suitable hard-standing, to be brought to the fronts of dwellings on collection days only.

Plots 62-68 will utilise a refuse collection point, where the residents will pull their bins to a designated hard-paved area on collection day for the waste operatives to collect from.

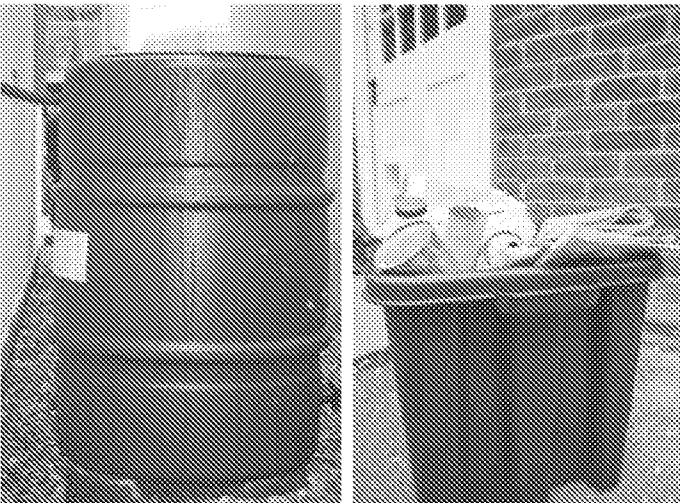
All refuse and recycling storage will be designed to be within 10m of external doors of dwellings, and within 10m of a collection point to ensure that residents and waste operatives do not have to pull bins any further than necessary. Roads have been designed to suitable lengths and sizes to enable refuse vehicles to enter the site and turn around as appropriate. Refuse vehicles tracking is provided within the transport statement.



surface water drainage can become a landscape feature of informal open spaces



low water usage fittings installed in all dwellings



refuse/recycling storage and water butts to be provided in rear gardens

8

CONCLUSION

- 8.1 Project Summary
- 8.2 Delivering the Vision

8.0 Conclusion

8.1 Project Summary

This Design & Access Statement identifies the locational context, design influences and key principles that have informed the development of the Master Plan for the Land at Stakers Farm, Yapton.

The preparation of the Master Plan represents the culmination of a site promotion strategy enacted by Granite Gate Limited who propose to deliver both the affordable and open-market homes.

The Master Plan details a sustainable development proposal which provides up to 70 residential dwellings including a 30% affordable provision, together with a wide range of public open spaces and supporting landscaping.

A professional project team has fully informed the design development to ensure that all relevant design and environmental aspects relating to the site have been considered in detail. Technical reports have been prepared covering the necessary aspects of the Master Plan and are included within the submission.

The design of the Master Plan has evolved detailed technical investigations.

The Master Plan provides for a sustainable addition to the Yapton settlement that is designed around current best practice design guidance to create a safe, inclusive and interactive environment. It sets out a framework for a legible development, with the public realm utilised to visually link individual areas of varying scale, massing and detailed design within an overall design framework, establishing a strong sense of place.

The Master Plan proposes an appropriate landscaped and softened boundary to the rural edge, with open space and a strong landscape buffer utilised.

The variety of open spaces proposed will facilitate community interaction, and will provide high quality recreational settings.

The Master Plan responds successfully to all of the site characteristics to create a high quality, sustainable addition to Yapton that limits scale and massing towards the site extents, negating any impact on nearby residents, whilst also providing tangible and significant community benefits.

8.2 Delivering the Vision

Granite Gate Limited anticipates that the site at Stakers Farm, Yapton will be able to provide a suitable amount of residential accommodation to contribute towards the short-term housing targets of Arun District Council, at an appropriate size for an extension to the village.

It is envisaged that, to address the serious shortfall in the delivery of housing land supply in the District, the site will be capable of delivering homes as soon as late 2018, providing the District with both open-market and affordable homes to meet the significant identified need.

The Master Plan demonstrates that such an addition to the built up area can be created in a visually integrated, environmentally sensitive and sustainable manner with housing deliverable on the site within two years.





ECE Architecture