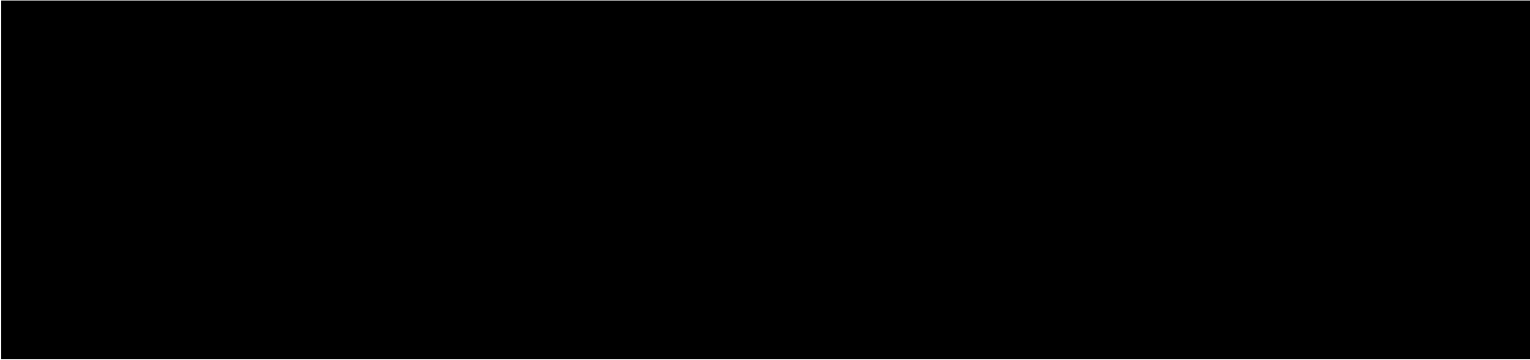




From: Martyn White <Martyn.White@arun.gov.uk>
Sent: 11 June 2021 16:51
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Cc: Simon Davis <Simon.Davis@arun.gov.uk>
Subject: Y/49/21/RES

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Land East of Drove Lane Yapton BN18 0EB

Approval of reserved matters following Y/92/17/OUT for 300 No. dwellings covering landscape, layout, scale & external appearance (resubmission following Y/78/20/RES).

The proposal forms an area of land at the edge of Yapton village which forms part of a strategic housing allocation in the adopted Arun Local Plan 2011-2031 (ALP). I note that that outline planning permission has already been granted, along with consent for works to the Drove Lane Junction. Further, I note that a previous reserved matters application was refused by the LPA.

Unfortunately, at the time of reviewing the current application, the plans failed to include an appropriate heritage statement in accordance with paragraph 189 of the NPPF. In the previously refused reserved matters application a desk-based heritage compliance statement had been prepared, which was of some assistance. The failure to include a heritage statement as part of this application is disappointing.

My own desk-based assessment has identified that three heritage asset types are located within, or close to the site. These are: Listed Buildings, a Conservation Area and non-designated heritage assets (the route of the Arun-Wey canal and associated structure and Drove Lane). These shall be discussed below.

Listed Buildings

Whilst there are no listed buildings within the allocation site, there are a number within the surrounding area. Of particular note are:

- Bonham's Farmhouse (Grade II) on the northern side of Yapton Lane;
- Bonham's Barn (Grade II) on the northern side of Yapton Lane;
- The Old Malthouse (Grade II) on the southern side of Yapton Lane;
- Yapton Evangelical Free Church and School (Grade II) on the southern side of Yapton Lane;
- The Old Canal Bridge on Footpath 157 (Grade II) at the end of The Pines (Road).

Conservation Area:

A small part of the allocation site is located within the Yapton Main Road Conservation Area. The village was developed along this principal route and, together with Church Road and North End Road, there is a variety in the age and style of buildings. Most are two storey in brick and flint or stucco, and these, together with natural slate or plain clay tiles for the roofs, are the predominant materials in the area. The contrast between road fronted development and large residences, e.g., Dyers Croft and Beri Court set in their own grounds, also contributes to the character of the area.

Boundary walling, mainly in flint, and mature landscaping enhance the street scenes and are important features and contribute to the rural character of the Conservation Areas. However, there are stretches of estate style fencing in the western part of the conservation area, which are important features. Chimneys are also important features of the skyline.

Also, of historic importance to the growth of the village, a remnant of the former Chichester and Arundel Canal, together with the canal bridge (see above) survives.

Bonham's Farmhouse and Barn, together with the field entrance to the south with its iron fencing, are attractive and important features at the entrance to the village from the west.

Canal

The line of the 19th Century canal runs parallel to the B2233, is located within the northern part of the site. It forms an important reminder of the historical development of the area and is a non-designated heritage asset.

The remnants of the Portsmouth and Arundel Canal are important early 19th Century historic features in the landscape of the coastal plain and are considered to warrant protection. They are a non-designated heritage asset. Policy HER DM5 of the adopted Local Plan states that development will be permitted where it would not adversely affect the remaining line and configuration of the Portsmouth and Arundel Canal and features along it. This section of the canal is of interest as the line of the former waterway is clearly visible. I have also been made aware that to the side of Drove lane is also the remains of a former canal bridge structure. Such a feature of interest and it should be preserved as part of the proposed works.

Drove Lane

Drove Lane, reputedly forms part of an ancient drover's route linking Felpham and the Weald. Its historic use would have consisted the movement of livestock between the coast and the downs, and it is this use which informs its significance. It forms the western boundary for the site and is utilised as part of the access to the development. The northern end of the land has been covered with tarmac which affects its appearance

Proposal

The proposal is for a substantial development which extends almost to the boundary of the former canal, with access via Drove Lane. The concept of development in this location has previously been discussed as part of the approval of the outline consent. This includes the concept that the development is in the setting of the conservation area/listed buildings.

The development has been divided up into different character areas, of which the most relevant is the area identified as 'Canal Green' which fronts on to the open space, remains of the canal, conservation area and Drove Lane. The properties in this character area will most likely be visible from the aforementioned to some extent.

Whilst it is positive to understand that some thought has been given to the design of properties in that they would be specific to this character area, it is important to stress that they should be high quality purpose made designs which should be sensitive to their specific location, as opposed to the more standard 'anywhere', housing designs. Whilst some attempt has been made to vary the designs, it is clear that they are closely related to others found in the proposed development.

The success of such designs will be dependent upon the materials used, and detailed design considerations. This includes boundary treatments where I note that a variety of materials are proposed, including flint. The use of modern materials such as concrete tiles as indicated on the materials plan is not appropriate and it is recommended that more appropriate, traditional materials such as natural slate, plain clay tiles and good quality bricks are used. Good quality joinery, finishes, and detailing also need to be included in the scheme. The result will be an enhanced entrance to both the development and the conservation area. Consequently, such designs are not appropriate for their sensitive location.

The retention of the existing mature hedgerow along with the introduction of a planted landscape buffer will reduce the impact of the development upon the various heritage assets and is a positive approach. It would be helpful to ensure that there are a good number of mature trees provided from the outset of the development, along the northern boundary with the canal, and that the hedgerow is maintained and protected.

It is also important that the existing green area which incorporates the remains of the canal is left undeveloped. This open space is important to the rural character of the area as well as the entrance into the western end of the conservation area. I note that consent has been granted for the junction improvement works which also involved the removal of some, but not all, of the existing estate style fencing, which is both disappointing and harmful to the character of the conservation area. I had hoped that further information would be provided as part of this current application which would show how the removal of the fencing would be dealt with. I assumed that this would form part of the proposed landscaping proposals, but am unable to see anything. Therefore, I will require further information regarding this element of the landscaping if you are minded to approve the application.

The issue of the access to the site has already been considered as part of the outline application, and it is noted that this road will impact upon the ancient drove lane. This element has been adapted and is now covered with a tarmac covering. However, careful consideration is required for the use of materials and streetlighting so that this road access does not have a suburbanisation effect on the conservation area.

I note that there have been requests to utilise the canal as a 'green route' which will enable walkers, cyclists and those on horses to utilise the public footpath which currently runs alongside the route of the canal. A pathway is proposed as part of the development, and I consider that its use, to provide a multi-use path would be a positive one, especially if this continued further along the canal route, and information boards etc. were included. The protection of the route of the canal and any features associated with it (including the remains of the Drove Lane Bridge), whilst also ensuring that it is open to users is a positive approach, subject to careful design consideration. This approach should include any further features identified as part of this development. It is also thought that more could be made of the history of the canal and local area and that information boards could be provided by the developer to help inform both existing and new residents. This approach could be considered as part of a condition if you are minded to approve the application.

It is considered that there will be a negative impact on the special architectural and historic interest (significance) of some of the designated heritage assets by virtue of the proposals altering their settings: Yapton Main Road Conservation Area; and Bonhams Farm Complex (formed of

Bonhams Farmhouse and Bonham's Barn – comprising two grade II list entries) and The Old Malthouse. There will also be some impact on the localised significance of the non-designated heritage assets. For there to be some impact upon heritage assets is to identify some level of harm. As identified in the NPPF, there are three levels of harm. As a consequence, it should be considered that the proposed development causes less than substantial harm in accordance with paragraph 196 of the NPPF (2019). However, this would be on the lower end of the spectrum.

As such, you will also need to consider the public benefits that the development may achieve as part of your assessment of the application, along with the contents of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

Martyn White

Principal Conservation Officer,
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Please note: I work on Conservation for half of the working week (all day Monday and Friday and Tuesday Afternoons)

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