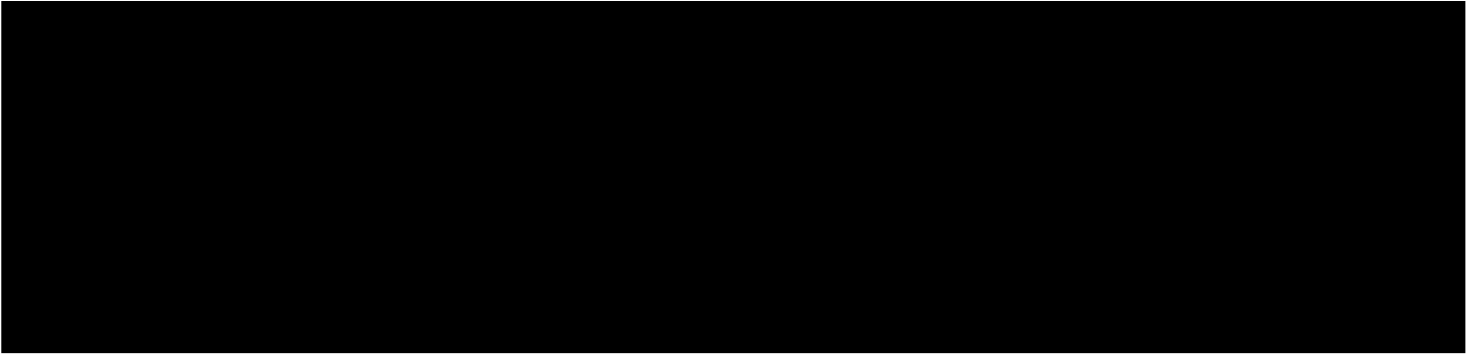


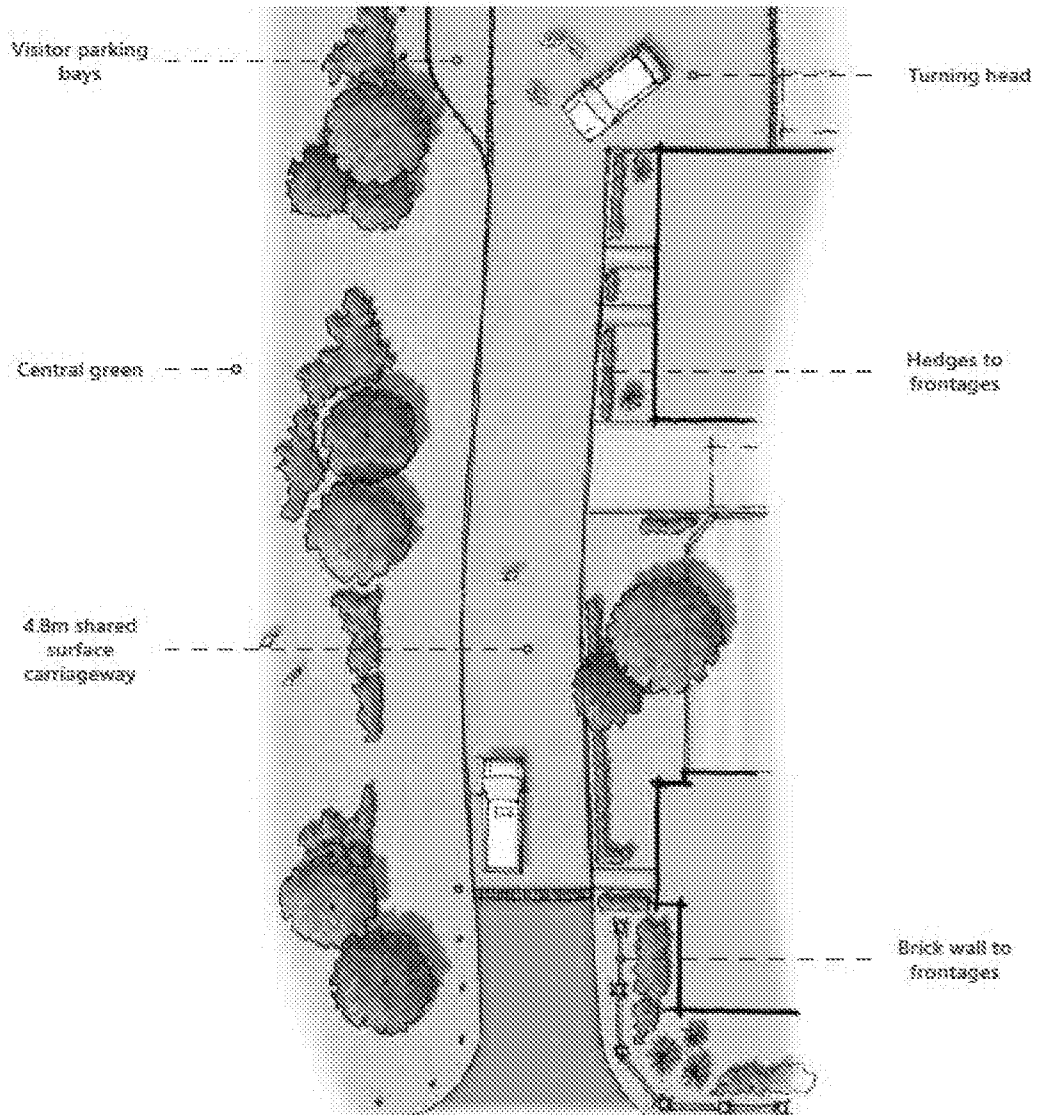
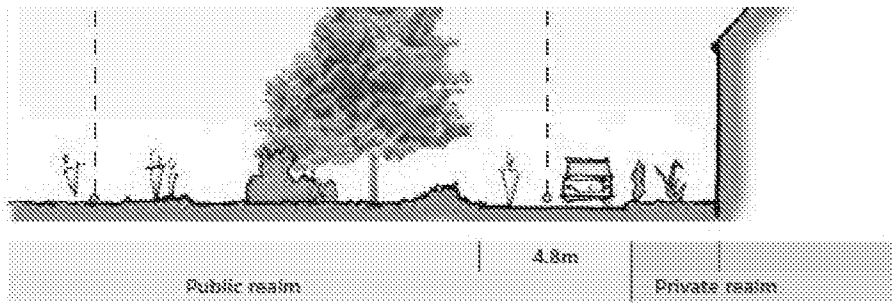


From: Simon Davis
Sent: 22 June 2021 11:16
To: Sparkes, Jessica [REDACTED]
Cc: Claire Potts <Claire.Potts@arun.gov.uk>
Subject: RE: *EXTERNAL: RE: Drove Lane, Yapton Y/49/21/RES

Dear Jess,

I thought it would be useful before this afternoon's meeting to set out all of our current issues with the scheme. Perhaps then we can go through these points at the Meeting. Please therefore see below the following summary of the points raised in the draft report that has been produced for Y/49/21/RES:

- Our longstanding preference is that the Central Green area of Public Open Space should be a larger area. This is a central feature of the site and will tie the two halves of the site together (i.e. the BDW and Hyde parcels). Above all, the treatment of the units overlooking the Open Space needs to be consistent between the two sites (i.e. units fronting the space with driveways/lanes in front). The approved Design Code illustrates how the 'drive' typology would work next to open space.



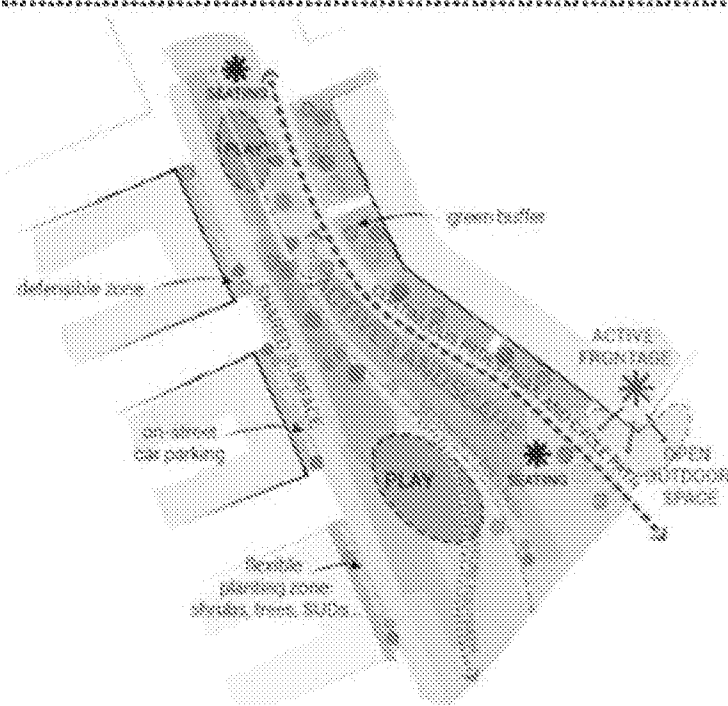
Indicati



- The Green Link is mainly SuDS features which will decrease the amenity and usability of these spaces. The area in the image below is meant to be in two different character areas (Drove Park to the right of the Green Line and Drove Field to the left).
- There is no distinction in the layout between the two character areas, with flats and terraces in both areas. Whilst the density of each character area overall may fit with the Design Code, there needs to be more internal consistency within each character area in terms of layout.
- The frontage treatment varies along the Link with a mixture of driveways, properties fronting directly onto the Link. This leads to a lack of definition between public and private spaces and a lack of defensible private space for properties. The presence of SuDS features in the Green Link also means that the pathways/cycle path through the Link are directly adjacent to the SUDs basins, which has resulted in the need for hard boundary edging. The perimeter blocks need redesigning to resolve these issues.



Figure 121: Example Plan of Green Spine



- The Green Link is also diminished by the number of roads/driveways crossing it. The areas highlighted in yellow could be removed which would strengthen the Link. The red links

below should be



lanes/drives.

- The affordable housing has been dispersed but still results in a more spread out cluster, particularly in the central area focussed around the maisonette buildings. This issue could be resolved by swapping the tenures of the 2 bed maisonette flats and 2 bed houses, and then dispersing the 2 bed affordable units throughout the scheme.
- The amenity space around the maisonettes has been provided but there are still concerns about the amenity value of these spaces to all of the residents and the boundaries of the areas (which are surrounded by parking areas/back garden fences). It appears as an afterthought rather than an integral part of the design.
- House type SEV (plot 155) still has no external amenity space.
- There is an issue with the proximity and relationship of Plot 48 to 60b Tack Lee Road. There are also concerns in relation to the parking to plot relationships which will result in inconvenience and potential confusion for occupiers. For example, in the areas of plots 180-200, 248-259, 64-65, 153 & 156-158 (this list is not exhaustive). There are also areas of on-street parking without sufficient landscaping to break them up. For example, the two maisonette buildings in the eastern corner.
- There are concerns about the units in the Canal Green area which face the Conservation area which could be improved with more design changes and informal placement of units.
- The housing mix is not policy compliant with an overprovision of 4 bed units.
- There are many instances of the back-to-side and front-front distances being less than the standard in the Design Guide SPD. Not all of the interfaces have been checked but certainly the following relationships show a shortfall and thus suggest that there will be other instances within the layout:

- 89 Front to 81 Front is 10.2m (versus the 16m standard);
 - 228 F to 281 F is 12m (16m);
 - 159 Rear to 161 Side is 12.3m (14m);
 - 204 R to 202 S is 13m (14m);
 - 221 R to 223 S is 12.1m (14m);
 - 253 R to 253 S is 13m (14m);
 - 281 R to 272 S is 13.2m (14m); and
 - 286 R to 285 S is 8.6m/12m (14m).
- There is still a holding objection from Engineers regarding the drainage scheme for the site and whilst it is recognised that drainage is determined through a discharge of condition application, it is preferable to ensure that the layout being approved under the reserved matters application can be satisfactorily drained.

As you can see from the issues set out above, these are not subjective comments. They are concerns which, when taken together, will not lead to a high quality place. Substantial amendments are required to the scheme in order to overcome the issues above and allow us to move towards a positive recommendation.

Finally, I thought you should know that we have had WSCC Rights of Way comments requesting the upgrading of FP200-1 and FP157 to 4m wide and surfaced to achieve bridleway status. We have already had similar requests from certain residents on this application and the previous. Whilst I still consider that this should have been raised at Outline stage and dealt with as an access matter, you may want to consider whether you can achieve this either in full or part.

Kind Regards

Simon J Davis MRTPI
Principal Planning Officer
Directorate of Place

T: 01903 737874
E: simon.davis@arun.gov.uk



Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF
www.arun.gov.uk

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