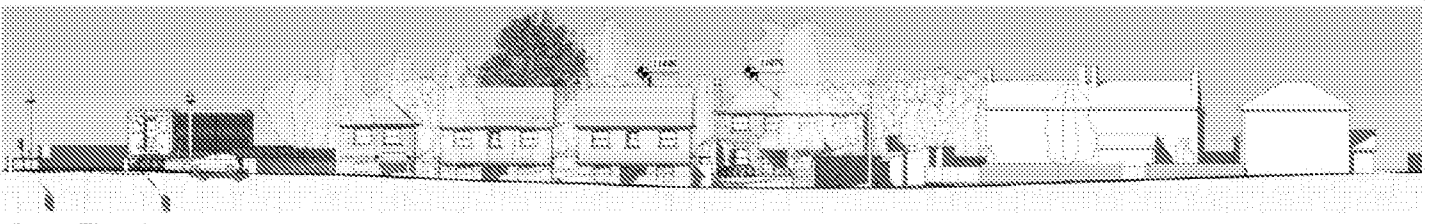


**Planning, Design and Access Statement to
accompany the
Planning Application for**

Demolition of existing dwelling and outbuildings and
erection of 5 dwellings comprising
2no 4bed houses and 3no 3bed houses

At
Sunnymead
North End Road
Yapton
West Sussex
BN18 0DL



*This planning, design and access statement has been provided to help the
local authority analyse the planning application for the construction of 5
dwellings on the site*

Stephen Jupp, MRTPI, Chartered Town Planner

INTRODUCTION

The site is located in the village of Yapton, on the northern boundary with Walberton. Located to the south of the South Coastway Line level crossing (the area falls within Withy Rife), the site is in a setback position to North End Road B2132. Comprising a detached bungalow with an accompanying store, swimming pool and a poly tunnel. The access to the site is provided by a gravel track.

Lake Lane/ Yapton Lane level crossing

Apple Tree Cottage, Wee Hoose and
Homing Cottage
Site Entrance



Sunnymead comprises a detached single-storey residential property accessed from North End Road via a gravel driveway. Located adjacent to the bungalow is a single storey store building that has fallen into disrepair, a swimming pool and polytunnel are located within the grounds of the site.



View looking into the site, down existing gravel driveway



View looking into the site from North End Road,
down existing gravel driveway

The property is surrounded by garden which is predominantly grassland, shrubs, scrub and varying category A - C rated trees. Various cars and caravans are stored on the site.

An existing flint wall sits on the southern boundary to Apple Tree Cottage with remaining boundaries overgrown and inaccessible.



View from in front of bungalow looking west towards North End Road

Residential properties are located to the south and west of the plot with substantial screening from North End Road and the railway track, open fields sit to the east and are screened by mature trees and hedging.

The site falls within:

- Yapton Neighbourhood Area (Parish Boundary)
- Barnham - Yapton Coastal Plain
- The site does not fall within a Flood zone

The village centre is approximately 0.8 miles or a sixteen minute walk with a footpath access for the entire distance.

PROPOSED DEVELOPMENT

We are proposing a mixed residential scheme comprising of three and four bed dwellings arranged as three detached houses along the road frontage and a pair of semi-detached houses to the rear in the position of the existing bungalow, with associated parking and private amenity space.

All of the units meet the minimum size requirements of Technical housing standards - nationally described space standard March 2015, Worthing Borough Council Space Standards SPD February 2012 and Lifetime Homes July 2010. The scheme will meet the principles of Secured by Design Homes February 2016.

We are proposing a mix of three quality detached dwellings located fronting onto North End Road with the roadside hedgerow retained and with a pair of semi-detached units to the rear of the site. The layout of the scheme has been designed to be sympathetic to the existing Class A trees located to the north east of the site and has been generated in response to the specific constraints of the site including the railway tracks/ level crossing, numerous mature trees, Apple Tree Cottage and to ensure the proposal sits comfortably within the surrounding context.

The proposal includes:

- Existing Class A tree cluster located within the north east of the site along with a substantial Walnut Tree are retained to provide visual screening and aid acoustic screening from the railway line
- Existing vehicular access is partially retained; located further to the south to maximise street frontage onto North End Road
- Designated off -site and on site parking including two visitor parking spaces with two pergola structures providing semi-enclosed parking

- Secure and light landscaped access pathways from car parking areas to dwelling entrances
- 2.5 metre planted 'buffer zone' to the north boundary to aid screening to the railway line
- 1 metre planted 'buffer zone' along the east and south boundary to aid screening
- Dwellings fronting North End Road is setback 5 metres to create defensible space
- All dwellings to have private rear amenity space, minimum depth 10 metres
- Minimal window openings to side elevations facing the northern boundary / railway tracks
- Provision of electric car charging point to every parking space
- Designated refuse/ recycling storage with integrated raised planting
- Daylight and natural cross ventilation levels are considered with windows located to the front and rear elevation
- All the dwellings are dual aspect with large window openings with whole house heat recovery system located within the roofspace
- Retention of the roadside hedgerow
- Removal of poor quality trees and non-native Cypresses and a new planting scheme retaining quality trees and inserting new trees appropriate to this semi-rural setting.

The housing fronting onto North End Road is setback five metres from the back edge of the pavement. The development consists of two 4bed dwellings with a 3bed dwelling located at the northern end of the frontage, adjacent to the railway line. Due to the existing levels of the site, each dwelling will have a slight ramped approach from the new internal pavement which will be accessed from the new internal drive.

The frontage hedgerow will be retained and new trees will replace the large cypress trees which are considered to be inappropriate trees for this location.

The 4 bed houses are two storeys with plain clay tiled pitched roof recessed entrances. The northern 3 bed house will have a chimney to break-up the roofline and to follow the precedence along North End Road. One small wc window is located on the north elevation of this unit at first floor level for the en-suite.

The semi-detached three bedroom houses are located to the rear of the site in the position of the existing bungalow. They will be visible through the access so their design reflects that of the frontage properties. They will have a stepped frontage and chimneys in order to add visual interest

All properties have been sited to provide the necessary clearance from the main sewer which runs through the site and also to ensure that all quality and appropriate trees and hedgerows are retained.

Oblique view distance from Apple Tree Cottage to the first floor windows exceed 30 metres.

PLANNING POLICY FRAMEWORK

Introduction

A key role of the planning system is to regulate development and use of land in the public interest. At the heart of the planning framework is the statutory Development Plan which seeks to guide the decision making process. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, where the Development Plan contains relevant policies that an application for planning permission should be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

In this case, the Development Plan for the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004 comprises the policies of the Arun District Local Plan 2011-2031 and the Yapton Neighbourhood Plan.

Is this a sustainable location?

Section 9 of the Framework seeks to promote sustainable transport. Paragraph 108 makes clear that in assessing specific applications for development, it should be ensured that:

- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users; and*
- c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

Paragraph 110 requires applications for development to, inter alia: “so far as possible – to facilitating access to high quality public transport” [paragraph 110 (a)].

I acknowledge that in an appeal in concerning the Coal Yard opposite the application site, the inspector found that the site was not sustainable located. However in that appeal there was no detailed analysis of the sustainability of the site and no reference to, or analysis of compliance with, the Chartered Institute of Highway & Transportation (CIHT) guidance.

The established advice for walking is contained within the document ‘Providing for Journeys on Foot’ published by the CIHT in 2000 and 2005.

Table 3.2 of CIHT2000 [see Appendix 10] sets out the acceptable walking distances. The guidelines in Table 3.2 are:

	Town centres (metres)	Commuting/school and sightseeing (metres)	Elsewhere (metres)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred	800	2,000	1,200
Maximum			

While it may be suggested that the acceptable walking distance guidelines stated in CIHT2000 are dated, given that they are nearly 20 years old, that concern does not seem to be borne out by the information contained within Table NTS0303 contained within NTS20185. That is because between 2002 and 2018 the average walking trip length has remained constant at 0.7 miles (1.12 Km), while walking trips over a mile (1.6 Km) have consistently been of an average length of around 1.4 miles (2.25 km). Those national survey results suggest that individuals' attitudes towards walking trip lengths have not altered appreciably and that there is no particular issue with the currency of the guidance contained in Table 3.2 of CIHT2000.

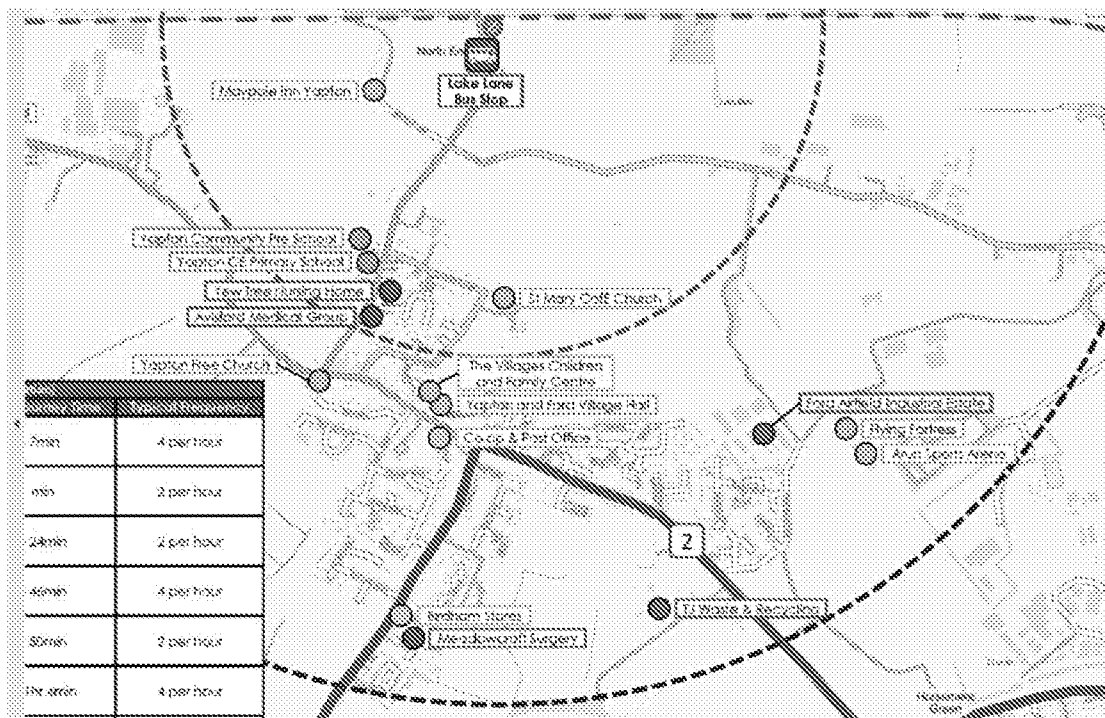
In any event, were the guidelines stated in CIHT2000 thought to be out of date, then one would have expected the CIHT to have revised them, either by issuing an amended version of CIHT2000 or publishing an entirely new document. Neither of those courses of action have been initiated by CIHT, with the publication of its 'Planning for Walking' guidance in 2015 appearing to have provided an obvious opportunity for replacement acceptable walking distance guidelines to have been introduced. Instead CIHT2015 makes cross references to CIHT2000 in sections 4 and 6, which I consider to be a strong indication that CIHT was of the view that irrespective of the age of its acceptable walking guidelines, they continued to have currency.

There is a continuous footway adjacent to the road from the application site into Yapton village.

As illustrated in the plan below the blue dashed line showing 1km distance and the black dashed line at 2km.

This plan demonstrates that within a 1km walk there are the following facilities:

- Maypole Inn;
- Yapton Community Pre School;
- Yapton CE Primary School;
- Yew Tree Nursing Home;
- Avisford Medical Group;
- St Mary CofE Church.



Around a distance of 1200m from the application site there are:

- Yapton Free Church;
- The Villages and Family Centre
- Yapton and Ford Village Hall;
- Co-op & Post Office

There are also bus stops on Lake Lane just 60m to the south of the site. The stops are served by the no.66A/66C services providing access to Littlehampton, Bognor Regis, Walberton and Westergate, as well as 2 school services. A summary of services available from the Lake Lane bus stops is provided in the table below.

Service	Route Summary	Typical Frequency	Operating Hours
66A/ 66C	Bognor Regis - Yapton - Bognor Regis	Mon-Sat: 1 every 2 hours	Mon-Sat: 07:44 – 18:10
665	Littlehampton - Westergate	Mon-Fri: 1 every school day	Mon-Fri: 07:36 – 15:03
668	Orminster Six Villages Academy - Yapton - Arundel - Tangmere	Mon-Fri: 1 every school day	Mon-Fri: 16:00

On the basis of this detailed analysis, it is clear that the site is located in a sustainable location and that local facilities are reachable by foot, cycle and bus. Accordingly, a range of transportation methods – other than the private car – exist.

In the previous, refused, scheme for 7 units the Officer Report, in the ‘Principle of Development’ section came to the following view on sustainability of the location:

“The site is approximately 1 mile from the centre of Yapton village, which provides a range of local shops and facilities. There is a bus stop close to the site. Under the appeal decision in 2015 for the former coal yard, the Inspector noted that, given the distance to the centre of the village, future occupants would be likely to be highly reliant on private vehicles for day to day activities and getting to and from work. The Inspector concluded in this respect the development would not fully meet the aims of sustainable development set out in the NPPF. Since this appeal decision, there have been more recent appeal decisions which have concluded that this sort of distance from a village centre, and if walking, cycling and bus routes are available for travel and people would have the choice not to have to use a car, it would still constitute environmentally sustainable development. This is the case for the site, and it is concluded the site is in a relatively environmentally sustainable location from a transport perspective. That being said, the proposals would result in significant environmental harm with regard to its impacts on the open and rural character of the countryside.

On balance, the proposals would represent sustainable development.”

Is this previously developed land?

As set out earlier in this statement, the application site comprises a single storey dwelling, its outbuildings and garden.

The site is outside of the built-up area boundary.

The site therefore falls within the definition of previously developed land as defined in the NPPF as the land *“is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surfaces.”*

Presumption in favour of sustainable development

Within the context of the national objective of significantly boosting the supply of homes set out in paragraph 59 of the Framework, the Council has recently accepted that it lacks a demonstrable 5-year supply of deliverable housing sites. Indeed, the latest supply figure [December 2020] is acknowledged to be just 3.3 years.

All development policies that relate to the supply of housing in the Local Plan (policies C SP1, SD SP2) have reduced weight because Arun cannot demonstrate an adequate supply of housing land (only 3.3 years). Policies in the Yapton Neighbourhood Development Plan that relate to the supply of housing (BB1, H1) have greater reduced weight because they relate to out of date housing needs as the policies were based on the 2003 Local Plan.

It therefore follows that the policies most important for determining the application are out-of-date, and planning permission should be granted unless any adverse impacts would significantly and demonstrably outweigh the

benefits, or if specific policies within the Framework that protect areas or assets of particular importance provide clear reasons for refusal.

In this case the policies most important for determining the application are Policies SO DM1, AH SP2, OSR DM1, and INF SP1 of the LP, whose terms are broadly consistent with the Framework. However, no policies within the Framework that protect areas or assets of particular importance are applicable. The 'tilted balance' set out in paragraph 11(d) of the Framework is therefore engaged.

The adopted Local Plan requires additional non-strategic sites to meet its minimum housing requirement and, in such circumstances, the Yapton Neighbourhood Plan – through policy BB1 - allows such sites to be developed outside its settlement policy boundary. The application proposal is therefore consistent with the Neighbourhood Plan.

Even if there was conflict there would be no case for the adverse impacts outweighing the benefits as the Neighbourhood Plan is more than 2 years old and the presumption in favour of the application applies because of the 5 year land supply shortfall.

Character, Design & Visual Amenity

In the Officer Report on the previous 7 dwelling scheme concern was expressed as to the loss of the semi-rural character of the site through the introduction of a terrace of properties along the road frontage; the positioning of the large detached dwellings to the rear; and the loss of the frontage vegetation.

This amended scheme has taken on board ALL of those concerns.

The important hedgerow vegetation along the road frontage will be retained and trimmed back in height to help it thicken. The large – and in appropriate – Cypresses trees will be removed and replaced with 3 new trees of a more appropriate size and species.

The important grouping of trees in the NE corner will be retained.

With these important landscape considerations and the provision of 3 detached dwellings long the road frontage the scheme will now be in keeping with and provide a harmonious appearance to the existing surrounding built form.

CONCLUSIONS AND PLANNING BALANCE

The development would provide 5 dwellings in a sustainable location. This would make a modest contribution towards the Council's shortfall, whilst additionally helping to address recent poor performance in housing delivery, consistent with the published Action Plan. The related social and economic benefits collectively attract moderate weight in favour of the scheme.

There would be no adverse visual impact, with the design, siting and appearance of the dwellings, combined with the retention of the roadside hedgerow and important native trees through the site, give rise to a form of development that would have a harmonious appearance with their surroundings and successfully integrate with the surrounding environment.

The site comprises PDL and is in a sustainable location.

The Council have a significant shortfall in housing supply, it being at just 3.3 years.

Consequently, the adverse impacts of granting permission – of which I consider there are none - would not significantly and demonstrably outweigh the benefits.

Paragraph 11 of the Framework therefore indicates that permission should be granted.