

DESIGN & ACCESS STATEMENT: Land adjacent to Bonhams & Flints, Flansham

Address Land adjacent to Bonhams
& Flints
Hoe Lane
Flansham
PO22 8NP

Date: August 2019

Revision: 2

Our Ref: W1959

Size: A3

Applicant Pallant Homes

Proposal: Outline application with some
matters reserved for the erection
of 10 dwellings with access from
Hoe Lane, Flansham



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Introduction

WHALEBACK is instructed to prepare a Design & Access Statement both to inform design development and support an outline planning application for the development of Land adjacent to Bonhams & Flints, Flansham, West Sussex.

The proposal comprises the construction of 10 dwellings. Means of access onto the site is to be considered with all other matters, including appearance, landscape design, layout and scale reserved. A layout is presented for indicative reasons only but which illustrates that the amount of development results in a low density and is able to include generous areas of public open space, sustainable drainage measures, and green infrastructure. Indicative proposals show how policy requirements may be met and how the design approach has been informed by sustainable development principles and the specific built environment and landscape qualities of Flansham and the surrounding area.

This statement supports the planning application and should be consulted together with the plans and other supporting reports. In addition to the requirement for a Design and Access Statement, it also addresses Landscape Strategy, Lighting Strategy, Noise/Extraction Strategy and Bin Storage & Collection Provision.

The statement describes issues relating to the site, its built environment and landscape contexts, the design principles and concepts that have been applied to the development and how issues relating to access have been dealt with.

It illustrates how the proposals for a new residential extension to the settlement have been informed by the defining landscape and built environment characteristics of the area. It shows how considerations of landscape form, settlement patterns, building groups and types, details and materials may inform the design of proposals which are attuned to their context and contribute to the attractiveness and sustainability of the village.



Site Plan as proposed

Site Description

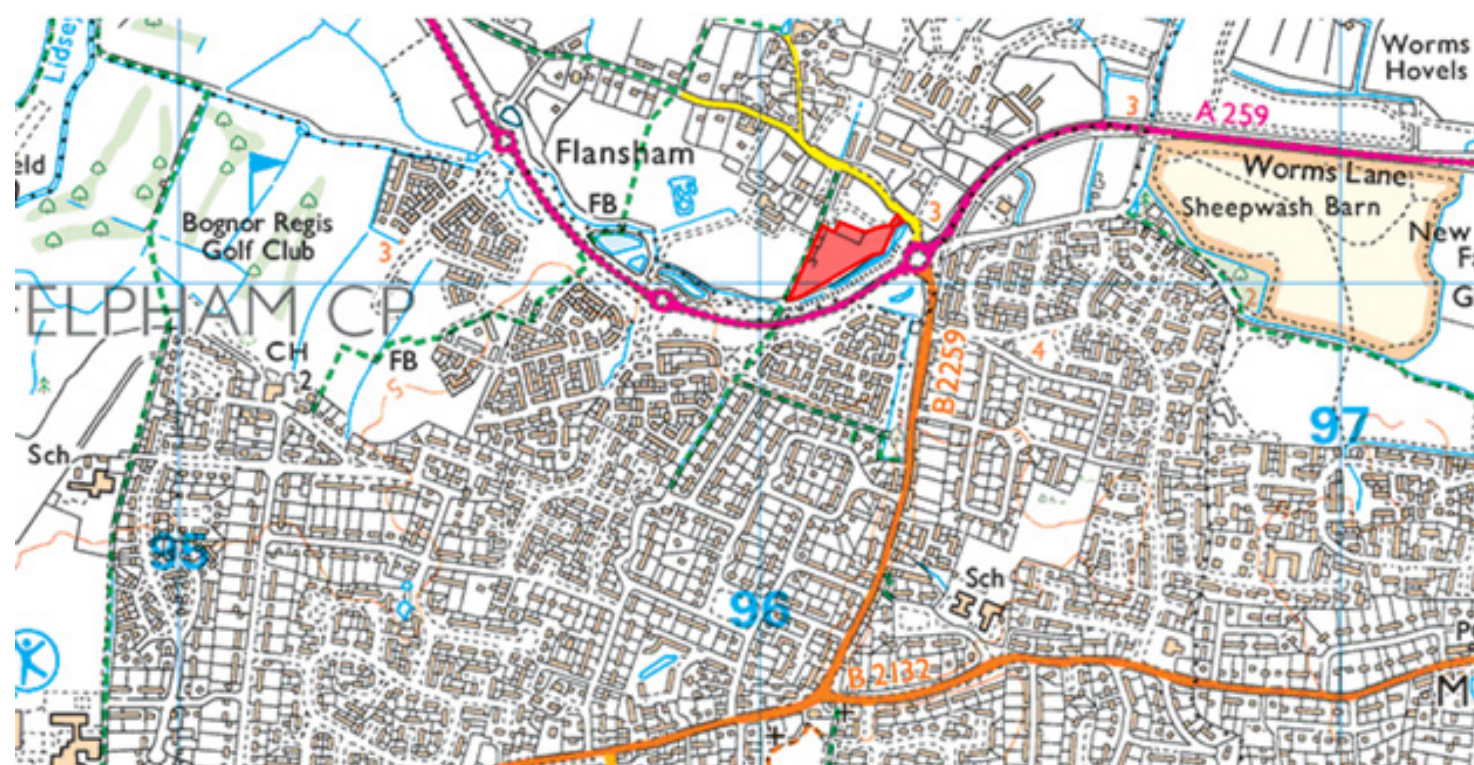
The site is located within the southern part of the village of Flansham, a small nucleated settlement which is located to the immediate north of Felpham. It is within the Civil Parish of Yapton within Arun District.

It is 1.2 hectares in area and approximately triangular in shape. The site area is flat at a level of about 2.2m AOD. Prior to the construction of the A259 relief road it was used for grazing but since then it has been unused and managed only to prevent it from becoming overgrown. In being reduced in size through the development of the road and drainage infrastructure, the site is no longer viable for agricultural use.

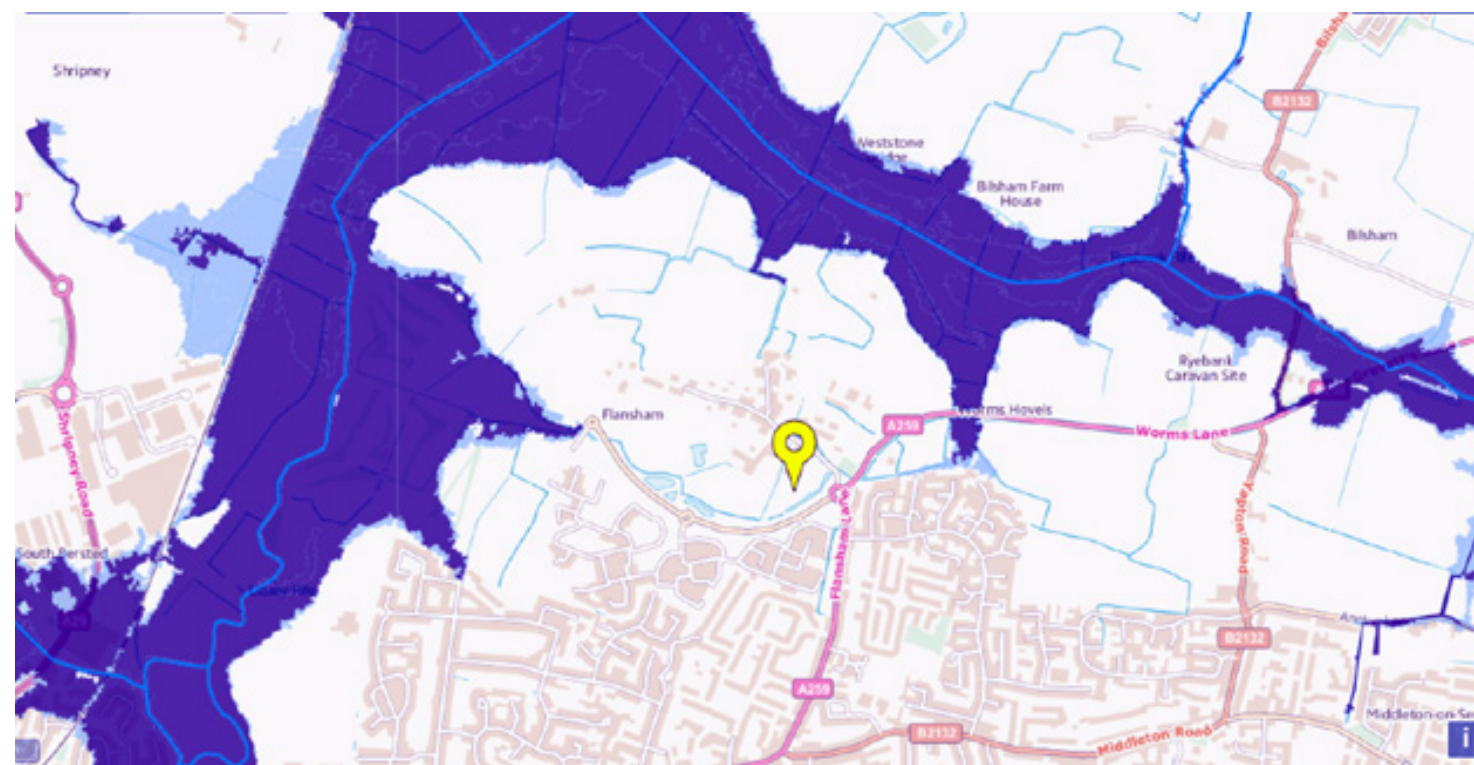
The boundaries of the application site are made up of its access with Hoe Lane to the northeast, the A259 infrastructure and a long linear drainage feature to its south, a field boundary hedgerow to the west and the property boundaries of Flints and Bonhams to the north. The relatively short boundary with Hoe Lane and position between the settlement and the A259 ensures that the site is concealed with little or no public views from Hoe Lane. A public footpath, Path Number 2988, follows the line of the western boundary, on the western side of a hedgerow and belt of trees, which also limit public views into the site.

With the land being so low-lying, hedgerows and trees become prominent features of the landscape. The site is partially enclosed by trees and hedges, with those on its eastern boundary contributing to the character of Hoe Lane and helping to conceal the site interior. Apart from these and the field boundary to the west, there are no trees of note within the site area. The whole area of the site and its surroundings are, though, covered by Tree Preservation Order TPO/Y/1/18.

The site is 0.9 miles to the northeast of Felpham and 1.2 miles to the northwest of Middleton-on-Sea. There are bus stops on the A259 Flansham Lane just 130m east from the site entrance. The No.700 bus provides a service at 20 minute intervals between Chichester and Littlehampton.



OS map of site context with site area shaded red



Environment Agency Flood Map

Historic maps show the degree to which the settlements in this area have expanded and coalesced; Middleton, Felpham, Bognor, Aldwick, Pagham, Nyetimber, Rose Green, and North and South Bersted were all distinct settlements that have become joined by settlement growth. Felpham itself has undergone significant recent expansion to meet the new extension to the A259, which provides a link to the A29 to the north of Bognor. The site is located between the road and the southern settlement edge of Flansham. It is the remaining part of a field that was developed for the new road, its embankment and roundabout. The southern part of the field, outside of the application site, accommodates a large swale that sustainably manages the surface water drainage of the housing developments to the south.

It is, however, recognised that the area bears a closer relationship to the village character of Flansham than it does to the urban expansion to the south. There is potential for the development of the site to respond closely to the layout and design characteristics of the village and also incorporate planting and green infrastructure that will serve to buffer the impacts of the road and higher density housing development.

The surrounding landscape is flat and low-lying, crossed by meandering rife and straight drainage ditch systems. It is in Flood Zone 1 and not considered at risk of flooding. There are drainage features along southern and western boundaries.

It occupies part of the coastal plain which was part of the seabed in previous interglacial periods. The geology of the site and the wider settlement of Flansham is made up of sedimentary deposits that are fluvial in origin (sand, silt and clay.) These were formed up to 3 million years ago in the Quaternary Period when the local environment was dominated by rivers.

Flansham does not have a Built Up Area Boundary so is within the countryside for planning policy

Site Description



Site position indicated in red on aerial photograph

Site Description

purposes. The Built Up Area Boundary of the Bognor Regis conurbation extends as far as the A259 to the immediate south.

Historic OS maps show how Felpham has expanded to the north. The OS map of 1910 (Sussex LXXIV.3, Revised: 1910, Published: 1912) shows Flansham as a small settlement arranged around farmsteads at the junction of three country lanes. The historic settlement pattern is distinct in that it is not primarily made up of lanes fronted by cottages and houses, as often the case, but farmhouses and their associated ancillary buildings are the fundamental module of the settlement pattern.

In 1844 there were 12 dwellings loosely scattered around the junction and by 1898 there were two farms and 14 cottages. Several new houses and bungalows, some large, were built after c. 1910, mainly at the west end. Two working farms remained in the hamlet in 1992, though some outbuildings had been converted by then to residential use or offices.

Flansham now includes 55 address points within a settlement area of about 12 hectares, which equates to an extremely low density of c.4.6 units per hectare. This calculation excludes the business units of Rookery Farm, which is in business use and does not conform to the settlement pattern.

Although the density of the settlement is very low in terms of dwellings per hectare, the clusters of relatively large buildings of domestic and agricultural origin define the character of the village. Due to the large size of properties and buildings, the amount of development is greater than that suggested by the density figure. Within the settlement area illustrated opposite, the OS map indicates that 23.6% of the land is developed (coloured tan), versus 76.4% being undeveloped (shown white). This assessment is indicative only but shows that a very low density per hectare does not necessarily imply a very low amount of overall development.



OS map of 1910



Area used to calculate % of development versus land that has not been built upon

Although Flansham is a historic settlement, the oldest in the district, it is not afforded the protection of conservation area designation.

Nevertheless, the Yapton Neighbourhood Plan recognises the historic character of the village. The application has been developed with sensitivity for its historic context and a degree of care has been taken in relation to the intended design approach that is equal to that which would have been taken had it benefited from any formal protection.

The village includes four properties that are Listed Grade II. These are located around the 3-way junction at the core of the village and the development of the application site is not considered to have any impact on their setting. Proposals have, though, been developed with sensitivity to these, not only limiting visual impacts but also by responding to characteristic building layouts, types and materials in the intended design approach. It should be noted that the village also contains a number of modern houses, including several that are under construction. These are clearly visible from the street and are closer to other listed buildings than the application site.

An analysis of the characteristic building types within Flansham and the surrounding area has been undertaken. Although this is an outline application, the distinctive qualities of the local environment have been considered to demonstrate that it is possible to develop the site in a way that is appropriate for this area and enhances its positive characteristics.

Site Description



Above: Flint boundary wall to Bonhams
Below: Site entrance from Hoe Lane, to be widened through this application



Above: Bonhams viewed from Hoe Lane
Below: View from Hoe Lane entrance up access lane towards entrance to Bonhams (right) and application site (left)



Site Description



Development area viewed from the northeast

Site Description



Above: Southeast boundary fence of Bonhams
Below: Access drive to Flints



Above: Disused garden area to Bonhams within application site area
Below: Dilapidated buildings along western boundary



Site Description



Swale and hedgerow between site and A259 to the south

Site Description



Above: Overgrown hedgerow and trees along northern section of western boundary
Below: View looking northeast from southwest part of site



Above: Row of trees along southern part of western boundary
Below: Site entrance from Hoe Lane viewed from south



Landscape Strategy: Landscape and Built Environment Character

Landscape Character

The site lies within the Chichester to Yapton Coastal Plain (SC9) Landscape Character Area as defined in the West Sussex Landscape Land Management Guidelines.

The Guidelines describe the character of the landscape and a number of characteristics and issues which are considered relevant to this site:

- Low lying flat open landscape.
- Meandering rifes and straight drainage ditch systems, with associated unimproved grassland and edged by reed beds. Occasional village ponds and greens provide local havens for wildlife. Semi-natural habitats are scarce due to intensive arable agriculture.
- A low density of hedgerows and hedgerow trees with occasional shelter belts. Fragmentation and loss of hedgerows and connections between hedgerow and woodland. Loss of mature elm trees in the 1970's and 1980's due to Dutch Elm disease. Loss of tree and hedgerow cover from agricultural intensification since World War II.
- Low lying species-rich grasslands adjacent to the rifes, artificial water bodies of Chichester canal (SNCI) and gravel pits together with remnant semi-natural broadleaved woodlands form pockets of high nature conservation importance.
- Scattered, historically nucleated villages with mixed building materials of flint, brick, half timber and stone. Extensive farms with both traditional and modern farm buildings and silos. Large farmsteads along roads, and on dead-end tracks.
- Frequent urban fringe influences of horse paddocks, light industry and disused airfields, with busy minor and major roads.
- Urban development pressures, especially in the gaps between settlements and on the edge of Chichester. Loss of distinction between different settlements due to urban expansion.



Above: West Sussex County Council Land Management Guidelines Sheet SC9 Chichester to Yapton Coastal Plain

Below: Illustration depicting Land Management Guidelines



The development of the site has the potential to address the priorities described in the Land Management Guidelines by:

- Optimise the potential for drainage features and ponds to contribute to landscape character and biodiversity. Provide semi-natural habitats. Enhance the visual prominence of rifes and drainage features through the establishment of waterside vegetation features.
- Restore fragmented hedgerows for ecological benefit and plant trees, especially disease resistant elms. Link up existing remnant hedgerows and tree lines to re-establish coherent field boundaries and wildlife corridors.
- Buffer visual and acoustic impacts of busy neighbouring road.
- Maintain rural character of the site as part of the village of Flansham.
- Undertake landscape enhancements to benefit the setting of the village of Flansham.
- Ensure that the new road within the site is of rural character and is not over-engineered.
- Respond to traditional, agricultural building types, materials and layouts.

The following pages illustrate examples of locally characteristic buildings within Flansham and the surrounding area. The buildings proposed for the development will respond to locally distinctive qualities in terms of layout, building types, materials and appearance.

Landscape Strategy: Landscape and Built Environment Character



Landscape Strategy: Landscape and Built Environment Character: Traditional Houses



Landscape Strategy: Landscape and Built Environment Character: Traditional Houses



Landscape Strategy: Landscape and Built Environment Character: Traditional Houses



Landscape Strategy: Landscape and Built Environment Character: Barn Structures



Landscape Strategy: Landscape and Built Environment Character: Barn Structures



Landscape Strategy: Landscape and Built Environment Character: Modern Houses



Landscape Strategy: Landscape and Built Environment Character: Modern Houses



Landscape Strategy: Landscape and Built Environment Character

Layout Typology

The layout proposed relates to the historic settlement pattern of Flansham, responding to the way in which the village grew around a number of distinct farmstead building groups. In responding to this distinct quality of the village the layout seeks to establish a strong and traditional sense of place.

The green open space area and interface with the existing drainage feature also serve to activate the site's character. This is considered to not only confer benefits in terms of sustainable drainage and biodiversity but to also create an attractive and engaging living environment.

An analysis of has been undertaken to understand the specific qualities of Flansham and how these are derived from the disposition of farmstead buildings.

The characteristics have informed the design of the site plan. Although this is indicative at this stage, the character analysis has been included within the Design and Access Statement to demonstrate how a distinctive and high quality environment can be created that builds on the wider qualities of the vernacular building tradition.

It is considered that any scheme should draw on the lessons learned from the past, whilst responding to contemporary requirements such as the incorporation of wildlife habitat and sustainable drainage.

Flansham distinctive characteristics:

- Small pond located in farmstead group at end of ditch
- Settlement made up of the agglomeration of several farmstead groups.
- Agricultural buildings arranged along roadside. Along with flint boundary walls, these delineate the boundary between the lane and the farmstead.
- Some houses (such as Flansham Manor) address the lane with their fronts but are often oriented side-on.
- Predominant traditional building material is brick-and-flint with plain clay tiled roofs. Also widespread use of slate for roofs.
- Roadside ditches, hedges and trees contribute to a green public realm.
- Variable set-backs with no consistent building line.
- Predominantly two-storeys with agricultural and service buildings often being one storey.



The settlement pattern of Flansham can be clearly appreciated from the OS Map of 1910

Landscape Strategy: Sustainable Drainage, Biodiversity and Natural Play

The Yapton Neighbourhood Plan's commitment to improving biodiversity and tackling flood risk has been taken as a principal driver in developing proposals for the development of this site.

Although outside of the red line boundary, the swale along the site's southern boundary is seen as an important component of the area's green infrastructure and has the potential to contribute to the attractiveness and ecological value of the development.

The design strategy maintains existing trees and hedgerows whilst providing additional connecting habitats across the site. Sustainable drainage features will also be integrated to provide benefits to water management and biodiversity.

The strategy focuses on the following key elements:

- the site's perimeter hedgerows and trees, which will be safeguarded and enhanced through additional native planting;
- orchard planting within the public green spaces;
- SUDS drainage features; and
- planting within private gardens.

The public open space has been planned not as a mown area of lawn but as a place for wildlife and food production. It is anticipated that it will be planted with varieties of Sussex apples and managed as a community orchard. The areas around the trees will not be mown but managed as wildflower meadow to provide species rich grassland area that provides wildlife connectivity with the adjacent swale and with the hedgerows and rows of trees on all sides of the site. This will enable bats and foraging animals to enter the area and expand their area of habitat.

A lighting strategy that avoids shining light onto the wildlife area or swale will also benefit the use of the site by bats.

There will also be significant tree and hedgerow

planting within the site and around its perimeter. Responding to the West Sussex Land Management Guidelines, fragmented hedgerows will be restored for ecological benefit and disease resistant elms planted to enhance distinctive landscape character. These actions will enhance the site's capacity for wildlife and enhance its appearance. Planting will also provide benefits to air quality and help buffer the adverse impacts of the adjacent road.

It is proposed that drainage ditches and swales are used to drain the residential areas of the site, connecting with the large swale along the southern boundary. Landscape design elements and planting will express the integration of water into the built environment and help contribute to a distinct sense of place that is derived from local environmental characteristics.

Planting along swales and ditches will be of native damp ground and wetland species such as those found within surrounding rifes. This will ensure there is continuity of habitats within the parish and contribute to their collective robustness in supporting associated wildlife species.

Sustainable Drainage

Climate change in southern England is forecast to cause a significant increase in the quantity of winter rainfall, and a reduction in summer rainfall in general, and these changes will be accompanied by a higher incidence of heavy storm events. A key issue for any development site in this area, therefore, is dealing with surface water draining from its sealed surfaces, and a consideration of potential effects of this to land down-stream.

Sustainable drainage systems are designed to attenuate, and even out storm water flows from development into natural water courses, to avoid point loading of pollutants washed off hard surfaces, and to prevent flooding down stream. The Environment Agency now requires development sites to have temporary retention of surface water generated from it, so that run-off is no greater than a green field condition.

Rain falling on 'unsealed' land tends to soak into the topsoil and percolate to the ground water, draining towards the nearest watercourse.

Land cover conditions affect movement and percolation of rainfall. Vegetation, especially trees, arrests surface water run-off as a first line of defence, and can aid percolation and evaporation. Soil conditions dictate their ability to allow percolation – clayey soils tend to prevent this, and often form a barrier to soil drainage. The method of vegetation management also has an effect on the surface water retentive nature of plants. For example, moisture will be retained for longer in long meadow sward and under trees if there is leaf litter than if it falls on manicured lawns.

Having multiple methods of dealing with surface water is always the safest method of preventing localised flooding. This may include temporary storage such as lined storm cells (the storage component of which could provide some harvested rainwater to irrigate the landscape in dry periods), and ditches and ponds that contain trees that need summer time irrigation for healthy growth.

Sustainable Drainage Systems make use of natural drainage typologies and normally comprise readily available and low energy materials. A holistic view needs to be taken including an understanding of the hydrological cycle so that the system is in harmony with the environment. A key aim is to attenuate surface water run-off from paved surfaces. Sustainable Drainage Systems may be comprised of as a series of separate drainage devices working as part of a whole system that can be deployed to allow surface water to drain in a variety of environmentally acceptable ways. Apart from achieving water run-off attenuation, we are keen to express this aspect of landscape character as part of the design and to seize opportunities to enhance the biodiversity of the site.

Porous paving

Porous paving can help attenuate surface water run-off during storms and can help to recharge ground water; in summer a significant amount of water held temporarily in porous paving is evaporated after the rain event. We propose three types of porous paving:

Modular concrete systems:

Within home zones, squares and parking areas it is proposed to use porous concrete paving that accommodates space for a living element over 50% of its area. Fine crushed brick may be used to fill the voids to prevent compaction, which kills plant growth and restricts percolation. A low nutrient substrate keeps the green element low and biodiverse.

Gap-graded sub-base

For more heavily trafficked lanes it is proposed to use a type of permeable block paving or setts that do not support vegetation but allow water to percolate below the surface of the road to a gap graded sub-base. Road stone that uses larger crushed rock than is standard provides temporary storage of water and a means for it to flow to adjacent swales and water bodies.

Concrete kerbs will not be used but road edges will be defined by setts and drainage gulleys to create a moderated transition between road surface and verge.

Gravel paths:

Pedestrian footpaths and pavements may be surfaced in permeable bonded gravel. This gives the attractiveness of gravel and enables water percolation whilst also ensuring that public areas remain smart and do not prevent a tripping/slipping hazard to users.

Surface Water Channels

Rather than using conventional gullies and underground pipes for surface water drainage it is proposed to employ a paving detail of brick pavers, cobbles or setts laid in an open, dished channel. The surface water channels will also reduce the apparent width of a road. These channels would flow into shallow swales,

Landscape Strategy: Sustainable Drainage, Biodiversity and Natural Play

drainage ditches and the principal pond within the wildlife area, which will be filled with wetland plants or damp loving meadow sward species.

Rain water harvesting

Harvesting rainwater for watering gardens is part of a holistic approach to dealing with natural resources, although the water storage of water butts does not count as part of the temporary storm water attenuation requirement of the site. Excess water from butts will overflow to channels, issuing to the swales and infiltration zones.

Swales

Swales are shallow ditches and can be grassed, filled with wetland plants such as common rush, yellow flag iris, meadow sweet, purple loosestrife, or hemp agrimony and trees.

Depending on the falls, notched timber check-weirs are located along the swale to retain moisture to aid infiltration and to retain a certain amount of storm water. This can count as part of the temporary surface water storage on site. The swales can be located along the site's perimeter and internal boundaries between plots (as traditional drainage ditches) around the open space or within grass verges.

They would issue to the main swale on the site's southern boundary. Planted swales provide benefits to wildlife and help to break down low level pollutants.

French Drains

These are a gravel filled trenches that can be located next to paving, or between rows of parking with a slotted pipe at the base discharging into a collecting basin.

Ditches and Pond

The ditch on the western boundary is a distinctive local feature due to low-lying land and a high winter water table. This, in combination with the main swale will retain water following rainfall, maximising infiltration



Above: Examples of porous paving with living component



Below: Biodiverse SUDS drainage swales incorporated into grass verges



and minimising run-off to the wider surface water drainage system. The size of the ditches swales provide a significant capacity for storm water attenuation.

Public open space

The orchard area might also act as a shallow infiltration basin, which can be managed as a wildflower meadow.

It is likely to be relatively dry most of the time and should not be boggy or present a danger to users. Stepping stones are proposed so that people can enjoy the space without damaging the wildlife habitat or natural appearance of the space.

Wetter parts of the area adjacent to the swale may become colonised by reeds and rushes. Maintenance would consist of a simple hay cut once or twice per year. This provides an ecological resource as well as enriching the sense of place.

Landscape Strategy: Sustainable Drainage, Biodiversity and Natural Play

There is increasing evidence that contact with nature provides a wide variety of benefits for children. These include physical, mental and social well-being benefits as well as a wide range of learning opportunities and the chance to develop an interest in and understanding of nature. At the same time, there is increasing global concern that children are getting fewer opportunities to interact with nature.

The main Public Open Space as well as the site design as a whole has been considered in terms of the delivery of multifunctional benefits: to landscape and environmental character, biodiversity and to the residents of the site and the wider settlement of Flansham.

The main open space will be passed through by all visitors to the site and will contribute a large part to its sense of place and identity. It has been designed as an organic orchard, set within a wildflower meadow. Formalised play equipment will not be provided but children will be given the opportunity to engage in natural play, with logs, stepping stones and 'bug hotels'.

The orchard will serve as a wildlife corridor between the drainage swale to the south and the boundary trees and planting around Bonhams and the tree-belt along the line of the public footpath to the west. Greenery is also brought into the site area through road verges, street trees and domestic gardens. It has been designed to deliver net gains to biodiversity and to accord with the rustic, green character of Flansham as a whole.



The main public open space has been designed as a place for natural play



Orchard trees, wildflower planting and natural play equipment will enhance the environment to biodiversity and play

Landscape Strategy: Sustainable Drainage, Biodiversity and Natural Play

The image opposite shows how the site will contribute enhancements to biodiversity corridors.

The western boundary is largely made up of oaks and goat willow, although there are large gaps that have become overwhelmed by brambles. The planting of additional tree specimens will close these gaps and provide benefits to the continuity of the wildlife corridor. This will also enhance the enclosure of the site and further limit its visibility from the west.

A generous number of street trees and large private gardens will provide space for nature and make for an attractive, green environment. Elms are considered to be characteristic of Flansham and disease resistant specimens will be planted along the access lane. Fruit trees will also be favoured as these provide 'food for free' as well as benefits to pollinators.

Although outside of the site area, the swale to the south is seen as an asset to the setting of the site as well as to its biodiversity. Wildlife will be able to move between the swale and the site to the benefit of the area as a whole.

The orchard will be populated with Sussex varieties of apple and other fruit and will set the scene for the site. It will be the most visible aspect of the site when viewed from Hoe Lane and is intended to be a resource for the enjoyment of all residents of the village.



Image indicating biodiversity corridors to be enhanced around site

Design and Access

Design Objectives

The design approach is informed by an appreciation for the positive environmental qualities of Flansham and an objective to enhance them to the benefit of the settlement as a whole. This draws on the qualities of the site, its surroundings, the vernacular building tradition and contemporary living and sustainability principles.

The development will:

- Create an attractive and enjoyable living environment for its occupants.
- Enhance the appearance of the site and the approach to the settlement via Hoe Lane.
- Employ locally characteristic building layouts, building types and materials.
- Be structured around a network of green infrastructure, responding to the landscape character on site, retaining existing trees, hedges and drainage features.
- Maximise space for nature, encouraging the use of native and locally characteristic plants.
- Employ a framework of Sustainable Urban Drainage which will drain naturally to existing and new drainage features.
- Prioritise pedestrian and cyclist movements whilst controlling vehicle speeds.
- Meet the needs of all ages and groups within society.
- Avoid the introduction of standard, engineered or suburban highways or access features that would be contrary to the rural character.



Design and Access

This section of the document describes the proposals in relation to the requirements of Design and Access Statements, addressing Use, Amount, Layout, Scale, Appearance and Access. Landscape design is considered in relation to Appearance. This section also addresses Security, Drainage, Ecology, Noise and Lighting.

USE

The Outline Planning Application consists of 10 residential dwellings and associated landscape design. The residential use of the site relates to that of the surrounding context and is considered appropriate given the site's sustainable location, which is considered further in relation to Access.

AMOUNT

Although the density of the settlement of Flansham is very low, the clusters of relatively large buildings of agricultural origin provides a context for the design approach. It is possible to provide a higher number of smaller dwellings within a similar amount and scale of development that characterises the existing village. A typical farmstead might, for example, include a number of domestic and agricultural buildings that could be divided to provide accommodation for several dwellings. If density is calculated in units per hectare, then the proposed development is of greater density than the village of Flansham. The amount and type of development will, however, appear very similar.

As described on page 6, the OS map indicates that 23.6% of the land within the settlement of Flansham is developed, versus 76.4% being undeveloped. This assessment is indicative only but shows that a very low density per hectare does not necessarily imply a very low amount of overall development. The proposed coverage is 16.0% developed (1,845sqm) with 84.0% remaining undeveloped (9,655sqm), which is less dense than the existing village in terms of built form and footprint.

The development density of the proposal is 8.3 units to the hectare. This is a low density by any standard



Grass verges at roadway edges without pavements

but accords with the village character and enables the incorporation of a generous area of open green space.

LAYOUT

The layout is indicative at this outline stage but responds to the site access positions, the existing framework of trees and the drainage swale, the neighbouring properties of Bonhams and Flints and the characteristic settlement patterns of Flansham and other locally distinctive villages.

It is considered important that properties are laid out in a way that reflects the existing rural settlement pattern, contributing to an attractive public realm and the local distinctiveness of the village.

The neighbouring swale and boundary trees have been treated as positive attributes of the area and efforts have been made to include them in the structuring of the green infrastructure and landscape design of the proposal; they help form a focus and sense of identity for the development.

These two main design moves, of an a traditional farmstead settlement pattern and public green space, established the basic framework for the layout. In a similar way to the historic core of Flansham, the public spaces are separated from the private (or semi-public) spaces of building groups of farmstead character by buildings that are continuous with brick and flint boundary walls. The way in which edges of streets are defined by boundary walls with engaged buildings is a common characteristic of traditional villages in the area and contributes to their attractiveness.

Flansham is not provided with footpaths but there is often an area of grass verge between the carriageway and front boundary walls. In the design of the proposal this has been considered an opportunity to incorporate green infrastructure and SUDS drainage features. Rough, wildflower verges may act as swales and create an attractive edge to the public realm. Like Flansham, the access lane can be a shared space without formal

Design and Access

pavements.

The way in which houses are arranged in farmstead groups provides high levels of passive surveillance and will minimise the potential for crime or antisocial behaviour.

SCALE

The scale of the proposed houses will accord with the locally characteristic domestic and agricultural buildings of the village and wider area. There will be a mix of 2.5, 2, 1.5 and 1 storey accommodation within traditional rural building types. A minimum of 30% of new homes will be bungalows to meet a local need for older residents and as recommended by the Parish Council.

Proposals developed for the full planning application will also respond to specific local needs that have been identified through consultation.

APPEARANCE

The Yapton Neighbourhood Plan's recognition of the historic character of Flansham suggests that there would be a preference for traditional buildings that relate to the characteristic buildings of the area.

A number of these have been looked at and assessed for their formal and material qualities. Such examples will be used as models and references in designing detailed proposals for the reserved matters planning application. As such, the development will have a strong relationship with the positive characteristics of Flansham.

In addition to building typologies, the proposed development's appearance will be influenced by the landscape design and SUDS strategy. The public open space, the roadside verges and the swales within and next to the public realm will give a strong identity to the development. Species of reeds, rushes and yellow flag iris will give a rough, natural appearance to the drainage areas. The public realm is not seen as a place of clipped lawns and neat herbaceous borders but as a

co-existence of natural and man-made environments. This approach to the design of the scheme is intended to counter the hard, highways-led approach of many housing developments and return to the more rustic appearance of traditional villages, as may be appreciated in the historic photograph of Flansham above.

In inviting nature and food production into the design it is hoped that residents establish an interest and affinity for the nature and natural systems on their doorsteps and take an active role in looking after it.

ACCESS

A Transport Assessment has been prepared by the Russell Giles Partnership Ltd and was agreed by the County Council under a previous application. The application proposes one point of vehicular access, widening the existing access to the site from Hoe Lane. The technical assessment of this access indicates no significant effect on existing road users.

The access strategy within the site area will follow the principles described in Manual for Streets and uses a mix of materials, standards and geometry to provide character and variety. The layout ensures that service vehicles can be accommodated with turning areas provided as appropriate. The site layout plan also indicates a variety of materials and road design to assist in defining a road hierarchy and providing a legible movement structure.

Within the site, pedestrian movement is facilitated via shared surfaces and public open spaces. Parking is to be accommodated within private garages and driveways.

The map opposite illustrates that the site is in a sustainable location, with surrounding amenities located within a short walk or cycle. Being located between the sea and the South Downs, residents of the site will have access to a wide range of recreational opportunities provided by this diverse and attractive environment.



Walkability map

Design and Access

The site is well located in relation to transportation networks, being positioned next to a junction on the A259 and with excellent access to Bognor Regis, Felpham and Middleton-on-Sea. The nearest bus stops are a short distance to the east of the site.

The area is well served with sports and leisure facilities, churches and has both primary and secondary schools. There are also a number of nearby GPs and dental surgeries.

Community assets and amenities which are accessible from the site include:

- East & west bound bus stops on the A259 to the east of the site (130m)
- North & south bound bus stops on the B2259 Flansham Lane to the south of the site (350m)
- Flansham Business Centre (0.2 miles)
- Rookery Farm (0.3 miles)
- Vets (0.4 miles)
- Recreation ground (0.5 miles)
- China Inn Hotel and Restaurant (0.5 miles)
- The Southdowns Pub (0.6 miles)
- Fino Restaurant (0.6 miles)
- Methodist Church (0.6 miles)
- Tesco Express (0.6 miles)
- Flansham Park Health Clinic & Pharmacy (0.7 miles)
- Dentists (0.7 miles)
- Petrol Station (0.7 miles)
- Fish & Chips (0.7 miles)
- Central Felpham (0.8 miles)
- Bishop Tufnell Infants & Junior School (0.8 miles)
- Farm Shop (0.9 miles)
- Post office/ newsagent (1 mile)
- Indian restaurant (1 mile)
- The beach (1 mile)
- Golf Club (1 mile)
- Middleton Sports Club (1.1 miles)
- Downview Primary School - (1.2 miles)

The above institutions, facilities and employment sites are within a 2km range.

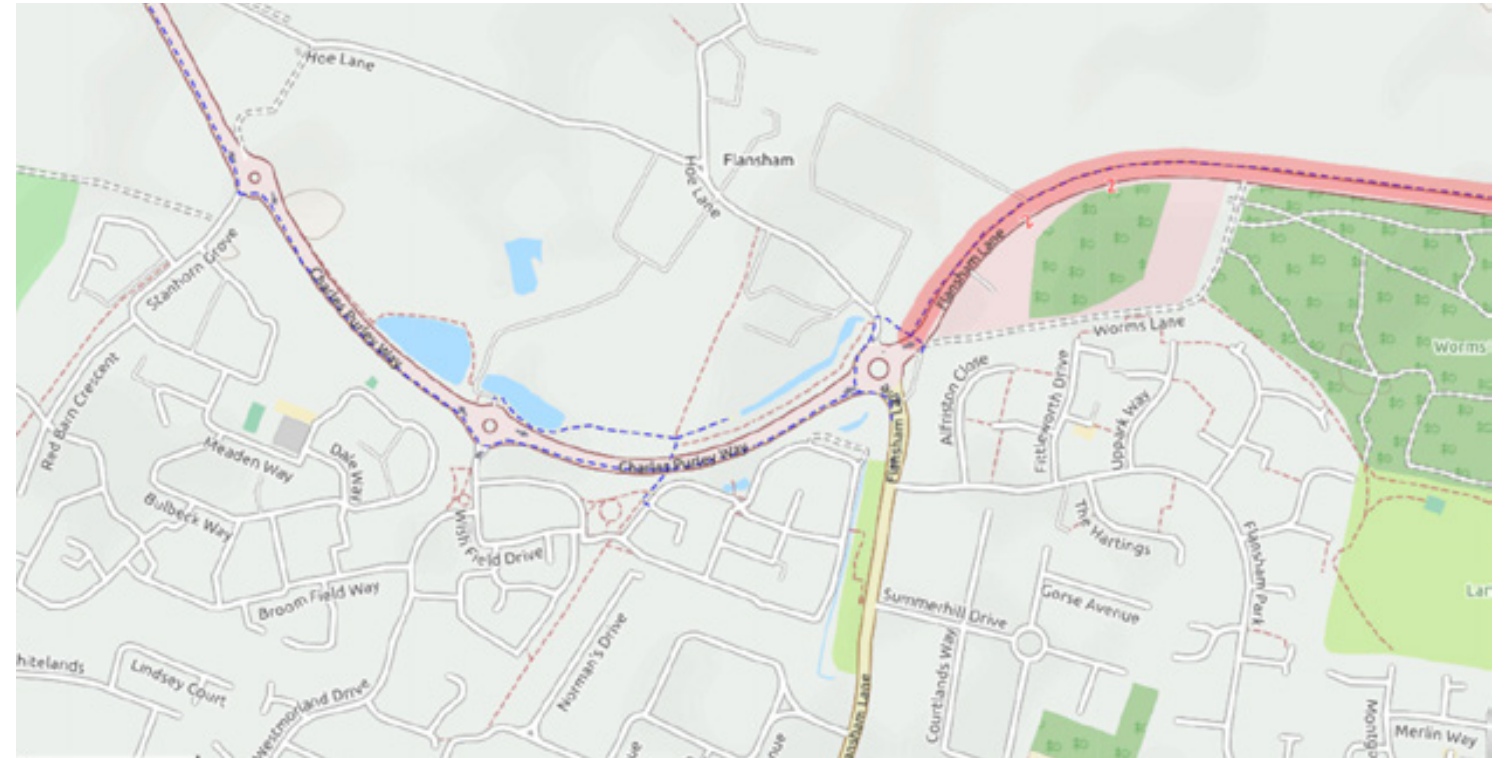
- Middleton on Sea (1.3 miles)
- Felpham Community College (1.6 miles)
- University of Chichester (Bognor Regis Campus) (1.8 miles)
- Southern Cross Trading Estate, Shripney (1.8 miles)
- Butlins (2.3 miles)
- Sainsbury's store and petrol Station (2.5 miles)
- Bognor Regis Train station (2.7 miles)

Further afield, there are many other shops and services located either in Yapton, Felpham, Bersted, Middleton-on-Sea or Bognor Regis. It would also be possible to take a bus from one of the nearby stops to access additional locations within Bognor Regis and surrounding areas without the use of a car. Bus routes 700 (Coastliner) & 600 have a regular service throughout the day and allow connections to Chichester, Bognor Regis and Littlehampton.

The shift towards electric vehicles is accelerating with financial incentives and environmental awareness and road-based transportation is expected to continue to increase in its level of sustainability. Electric cycles are also helping to encourage more people to opt for this form of transport, so increasing the proportion of people travelling by sustainable means.

There is a public footpath to the immediate west of the site, which connects to a wider network of public footpaths both to the coast to the south and the countryside to the north. A path also branches from this to follow the southern side of the swale, to the north of the A259 buffer planting.

A paved cycle path has been constructed to the north side of the A259 and stops 70m to the east of the site's southwest corner. This application proposes to provide pedestrian and cyclist access from this point into the shared space of the site so that pedestrians and cyclist can enjoy the route through the public space. This will prevent those who wish to turn north into Hoe Lane from having to cross the A259 to continue their



West Sussex cycle journey planner
journey along the cycle path on its southern side.

The shared space of the application site is proposed to connect with the existing pavement and cycle path on Hoe Lane (which begins just east of the access into the site). There would therefore be a safe pedestrian footpath between the site access and the crossing point across the A259. In addition, there is street lighting just east of the site and so anyone walking into Felpham would do so with the benefit of lighting.

Lighting

It is considered that the rural character and biodiversity potential of the site would be best served if the development was not provided with any street lighting.

As is usual with small, rural hamlets, the main part of Flansham does not have street lighting. It is considered that omitting lampposts from the development would enable it to conform with the established settlement character and help buffer the light pollution from the

street lights of the A259 and the large development to its south.

This approach will ensure that the development does not harm the quality of dark night skies, which will benefit people and wildlife whilst saving energy.

Any possible external lighting of private residences would be subject to reserve matters and a detailed assessment in due course.

Bin Storage and Collection Provision & Access

Policy Requirement

The maximum pulling distances allowed under Health and Safety legislation are 10 metres for 1100 litre bins and 50 meters for 240 litre bins.

The Manual for Streets recommends maximum bin carry distance thresholds of 25m for collectors and 30m for residents.

It is intended that each home will be provided with the equivalent of 240 litres of residual waste storage/ bins with the same amount of storage space/bins for recyclable materials.

Where bin stores are adjacent to the access road serving the development or across a parking area there will need to be a road up to full highway standards and an indemnity provided for the Council's contractors to pass across servicing. The access of this type provided must be accessible/passable for collection schedules i.e. no parking or other obstruction.

Proposed Bin Storage and Collection Provision

It is proposed, based on the indicative site layout, for two 240 litre wheelie bins to be provided for each house.

Suitability

The main spine road would be 5.5m wide and would run through the site ending in residential courtyards. The carriageway geometries would allow refuse and standard car sized vehicles to pass unhindered. The site's carriageway geometries are such that large service vehicles can negotiate the internal roads and perform turning manoeuvres within the site, allowing service vehicles to safely enter and exit the site in a forward gear. A vehicle swept path analysis has been undertaken by Russell Giles Partnership Ltd demonstrating a large refuse vehicle (the largest service vehicle) negotiating the internal carriageways, and performing turning manoeuvres. Full details of this evidence is found in the accompanying Transport Statement and is illustrated here.



RGP Swept Path Analysis



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