Land at Drove Lane
Yapton
Design & Access Statement
(Reserved Matters)

July 2020

1.0

Introduction

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1.1 THE PURPOSE OF THIS DOCUMENT

This Design & Access Statement is written on behalf of Barratt David Wilson, for the Reserved Matters Planning Application at Drove Lane, Yapton.

The design rationale for the proposals has, in the most part, been informed by the required Design Code and parameters set out in the Outline Application ref:Y/92/17/OUT.

This document will respond to the requirements of the the Reserved Matters of 'Layout', 'Scale' 'Appearance' and 'Landscaping and give due consideration to design policy at national level.
A Planning Statement and other associated statements or design drawings are provided by other consultants within the team. These will be provided under separate cover and this document should be read in conjunction with those particulars.

1.2 THE DESIGN CODE

Condition 6 of the Approved Outline Application (ref:Y/92/17/OUT.) requires the following

Prior to the submission of any reserved matters application a design code masterplan shall be submitted to, and approved in writing, by the Local Planning Authority.

This document shall demonstrate how the detailed proposals will reflect the objectives of the;
Illustrative Site Layout Plan - 1244L.03A
Design and Access Statement - 15th October 2018

The design code masterplan will provide further details on matters such as character areas, street hierarchy, building typologies, key buildings, the approach to car parking, structural planting, street furniture, lighting and treatment of the public realm. The development shall be carried out in accordance with the approved design code.

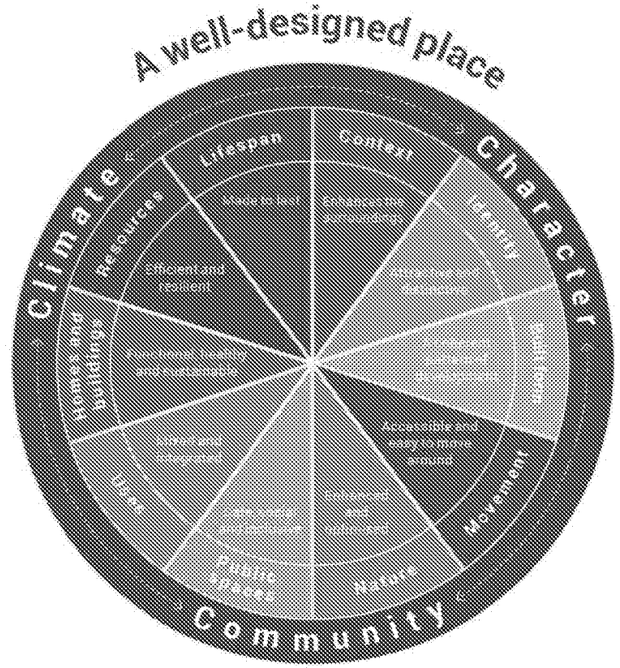
As such, a Design Code Masterplan detailing the above, has been submitted and approved. That document was written in collaboration with Hyde Housing, to ensure both this and the adjacent site have a unified approach to design criteria for the entire allocation site.

Hyde Housing will be submitting their own Design & Access Statement and reserved matters application for the adjacent land.

1.3 DESIGN FRAMEWORK

The outline application Design & Access Statement and associated Planning Statement, sets out in detail the various constraints, contextual understanding of Yapton and the wider area, as well as planning policies that have been considered in the formation of the approved schemes. It in turn sets out the foundation of the content of the approved Design Code in relation to Condition No. 6.
These analyses will not be repeated in this Design and Access Statement but will be referenced to ensure that Design work is cohesive with the established parameters.

Design Work will also be measured against the recently published Nation Design Guide document, to ensure that the proposals creates appropriate physical character, creates a sense of community and positively addresses environmental & climate issues.



1.4 THE NATIONAL DESIGN GUIDE

The National Design Guide was published by the Ministry for Housing, Communities and Local Government in September 2019. It is a response to the 'Creating Space for Beauty' interim report by the Better Building Beautiful Commission in July 2019.
The Guide illustrates how well designed places that are beautiful, enduring and successful, can be achieved in practice.. It forms part of the Governments collection of Planning Practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

1.5 THE 10 CHARACTERISTICS

Well designed places have individual characteristics which work together to create its physical distinctiveness. The Ten Characteristics highlighted in the National Design Guide help to create and sustain a sense of community while working to address environmental and climate issues. These Ten Characteristics and sub categories, have been extensively considered in the development of the Design Code Masterplan. Further detail can now be considered under the Reserved Matters and will be addressed in this document

NATIONAL DESIGN GUIDE	ARUN DESIGN SPD (DRAFT)	CONDITION 6	YAPTON SD7 DESIGN CODE MASTERPLAN
Context	Responding to the Site and its Setting (Section D)	Demonstrating the objectives of the Outline Masterplan and Design and Access Statement	Demonstrating the objectives of the Outline Masterplan and as set out in section 2 of the Design and Access Statements
Identity	Responding to the Site and its Setting (Section D)	Demonstrating the objectives of the Outline Masterplan and Design and Access Statement	Demonstrating the objectives of the Outline Masterplan and as set out in section 2 of the Design and Access Statements
Built Form	Building Design (Section J)	Building Typologies Key Buildings	See overview in section 5.8 See overview in section 5.7 Further detail will be provided at reserved matters stage
Movement	Movement Framework (Section F) Parking Strategy (Section I)	Street Hierarchy Car Parking Approach	See overview in section 5.5 See overview in section 5.17 Further detail will be provided at reserved matters stage
Nature	Natural Environment (Section E)	Structural Planting	See overview in section 5.1 Further detail will be provided at reserved matters stage
Public Spaces	Welcoming Streets and Spaces (Section H)	Public Realm Overview Street Furniture Lighting	Public realm principals and its associated detail are referenced throughout this section 5 and 6 of this Design Code. Further detail will be provided at reserved matters stage
Uses	Built Structure and Development Plots (Section G)	Demonstrating the objectives of the Outline Masterplan and Design and Access Statement	Demonstrating the objectives of the Outline Masterplan and Design and Access Statement
Homes and Buildings	Building Design (Section J)	Not Required under Condition 6	Further detail will be provided at reserved maiters stage
Resources	Climate Change and Sustainability (Section K)	Not Required under Condition 6	Further detail will be provided at reserved matters stage
Lifespan	Ensuring Quality (Section L)	Not Required under Condition 6	Further detail will be provided at reserved matters stage

1.6 OUTLINE PLANNING CONSENT AND PARAMETERS

This application site is part of the wider Allocated site under the Adopted Policy SD7.
Both this application site and the neighbouring site were submitted together during December 2017. Planning references: Y/92/17/OUT & Y/91/17/OUT respectively. These applications were considered alongside each other, with the Design Analyses, Rationale and subsequent Design & Access Statements, devised by Richards Urban Design and correspondingly complementing each other.

The Outline application for this site, Y/92/17/OUT, is described as:

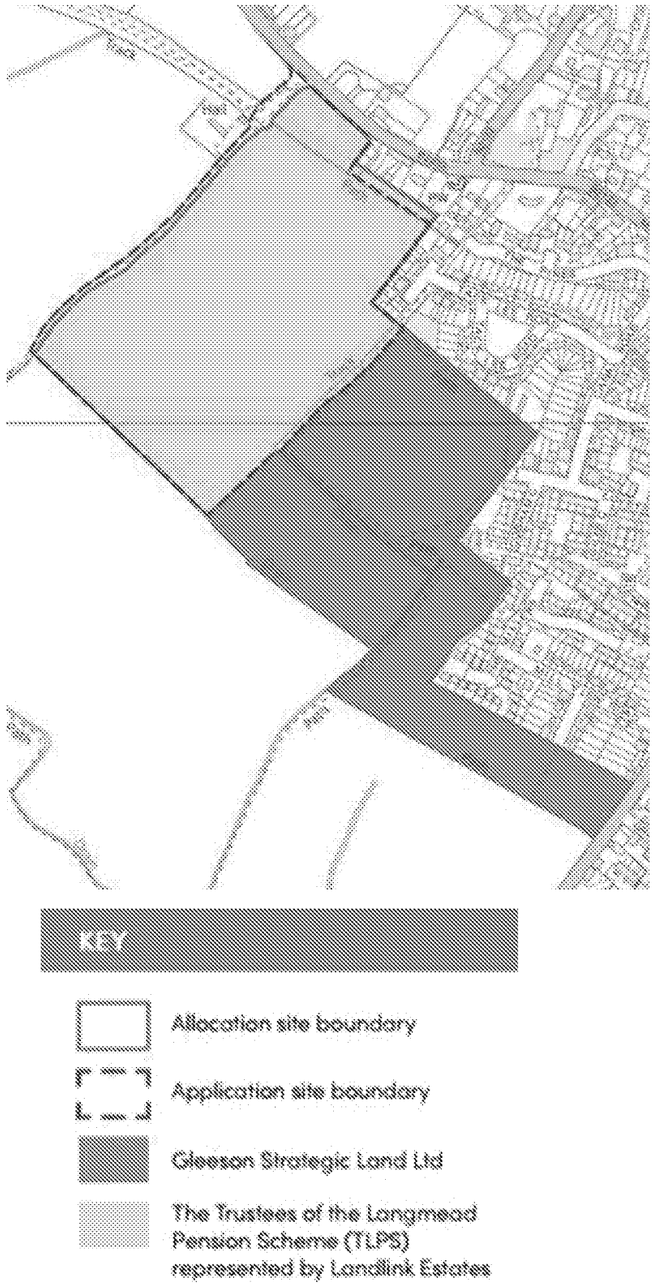
Outline application with all matters reserved save access, for up to 300 dwellings, link road, surface drainage, open space and landscaping.
Departure from the Development Plan and Access route is within the Yapton (Main Road) Conservation Area

The approved plans were labelled, under Condition 3 as:

Site Location Plan - 22/11/2017
Parameter Plan - 1244L.02
Proposed Site Access - 14-111/301

This application was approved in in January of 2019, with a series of conditions applied including the requirement of satisfying the Reserved Matters.

The Reserved Matters of 'Layout', 'Scale' and 'Appearance' and 'Landscaping are to be addressed within this document.





1.0

Introduction

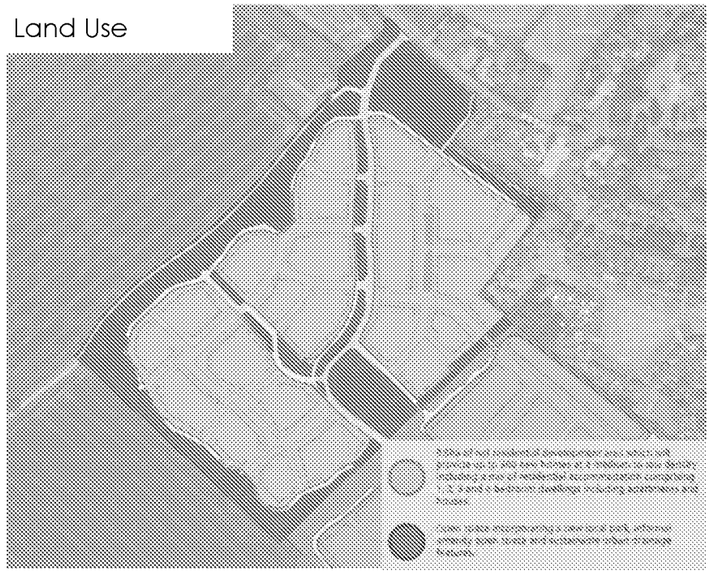
1.7 DESIGN CODE PARAMETERS

The Design Code Masterplan defines principles for following matters, among others:

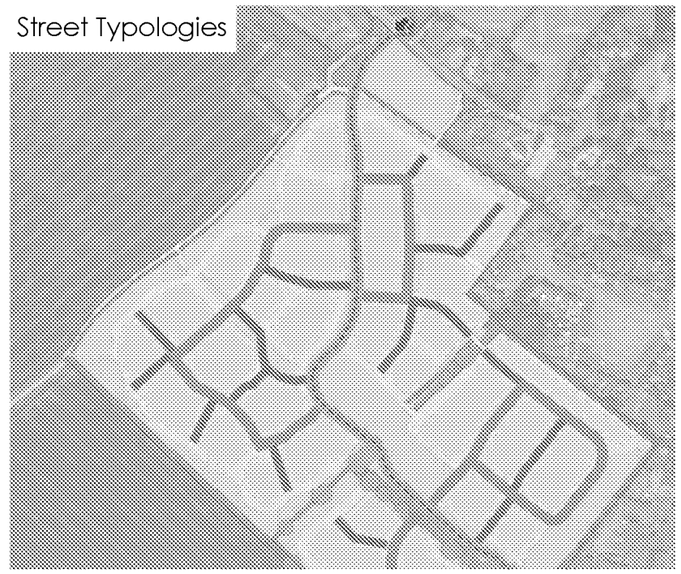
- Land Use & Spaces
- Road Typologies, Hierarchy & Connections
- Building Typologies, Densities & Heights
- Green & Blue Landscape Infrastructure & Context
- Parking Typologies & Gateways features
- Character Areas, Building Materials & Design Style

These will form the basis of more detailed design considerations that are illustrated in Application drawings.

Land Use



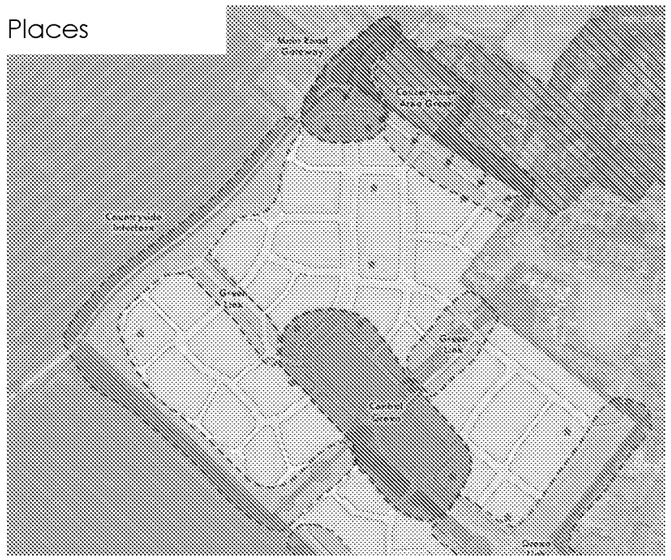
Street Typologies



Densities



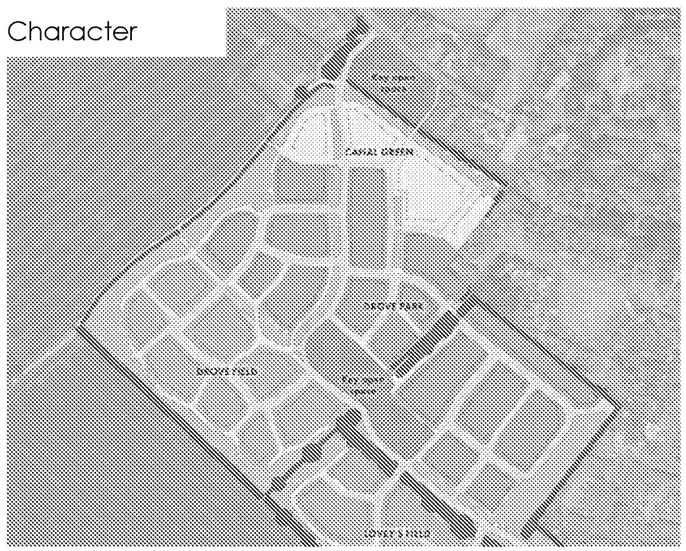
Places



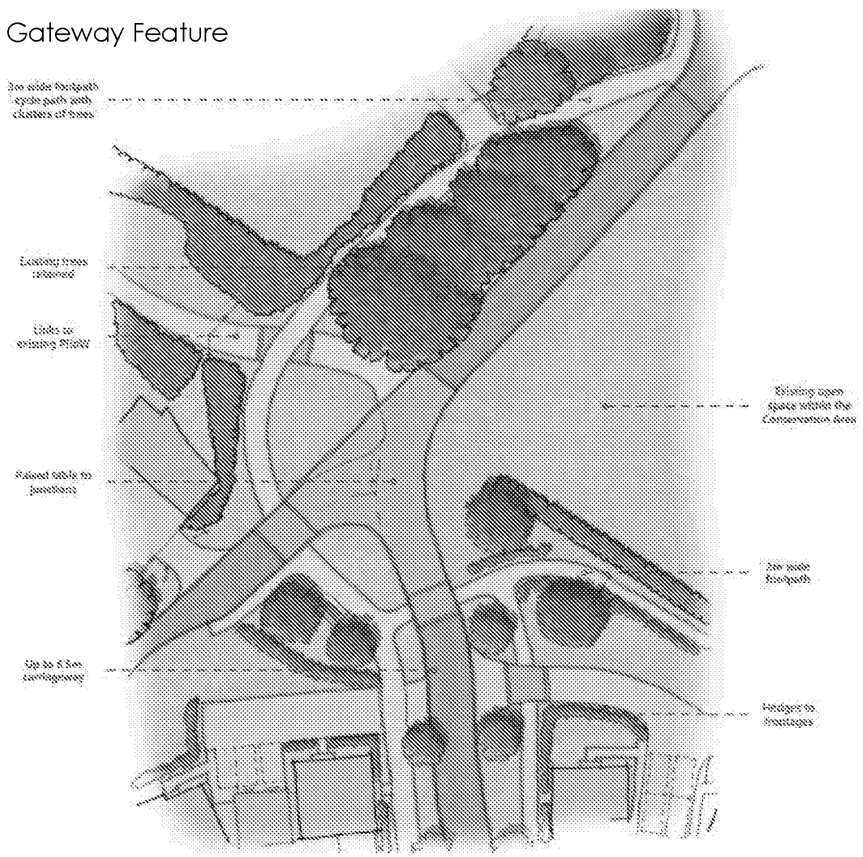
Heights



Character



Gateway Feature



2.0

LAYOUT

2.1 LAND USES

Green Spaces are sited at the periphery of the site. Residential development areas lie within the spaces between routes and green space. These parcels are entirely outward looking perimeter block forms, with each major block divided down into efficient and more permeable blocks.

2.2 CONNECTIONS & BOUNDARIES

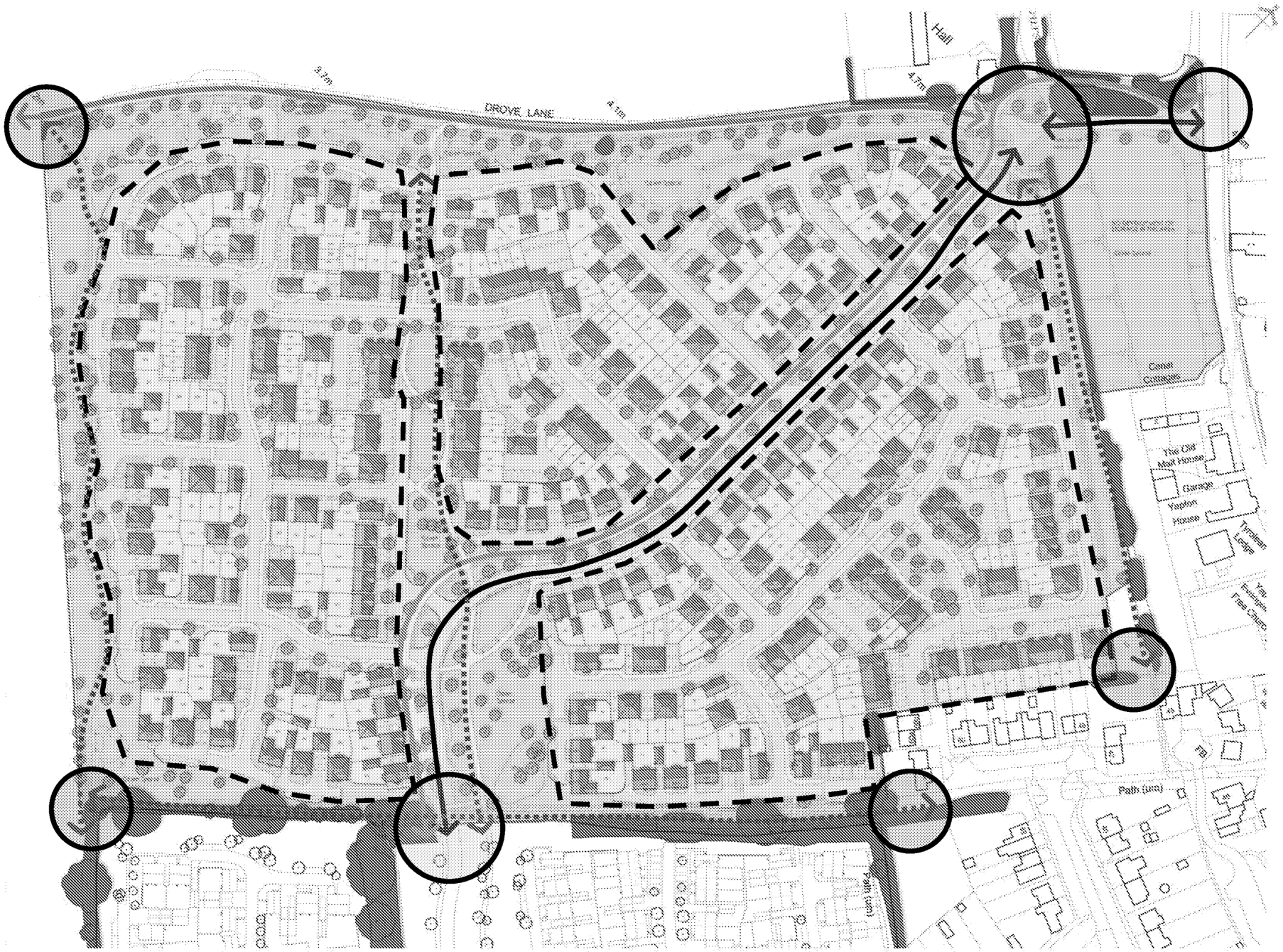
Drove Lane, forms the north western boundary to which the proposed scheme is set back from. Similarly development is set back from the south western countryside edge. Open Space in these areas incorporate existing pedestrian routes, new landscape, shallow SuDS basins and a required pump station.

The north eastern boundary, is the interface with the Conservation Area and connection to Main Road. The existing Open Space, a significant hedgerow and trees, are retained within an additional buffer strip.

A new junction is created to connect into Drove Lane, Main Road and the existing footpath. This new connection creates a route through the site to connect to the proposals to the south and onward to Bilsham Street.

Existing properties rear boundaries abut the site, to the east, and are secured with privacy retained, using new rear boundaries.

The south eastern boundary forms the boundary with the adjacent proposals. It includes an existing tree belt and path, creating a landscape route that is fronted by both developments.



2.3 BUILDING TYPES

The periphery of the development contains mostly larger detached and semi-detached forms.
The new village street is fronted by smaller detached building forms.
Streets connecting between the new Village Street and the Peripheral drives are populated with smaller buildings, arranged in semi-detached and short terraces.
1 & 2 Bedroom maisonettes form only a small part of the development proposals and are located around Open Spaces that are set back from the periphery and the main Village Street.

2.4 ACCOMMODATION & PARKING

The following mix of dwelling types is proposed, that largely meets housing needs:

Type Of Dwelling	Open Market	Affordable
4 Bedroom Houses	69	6
3 Bedroom Houses	99	28
2 Bedroom Houses	41	40
1 Bedroom Houses	1	16
Total	210	90

Parking is based on providing 2 spaces for 1,2,& 3 Bedroom dwellings and 3 spaces for 4 bedroom dwellings. Visitor spaces are provided at a minimum of 1 space for every 5 dwellings.
1 No. cycle space is provided for 1 Bedroom dwellings with 2,3 & 4 bedroom dwellings having at least 2 cycle spaces.
Cycle spaces are provided within garages or secured cycle stores.



3.0

LANDSCAPING

3.1 LANDSCAPE STRATEGY

Full details of Landscaping are provided under separate cover.

The periphery of the site is populated with informal tree and hedge planting within open spaces that have shallow SuDS basins that may be used are recreational spaces.

The existing open space area adjacent Main Road remains unaltered.

The new Village Street and green corridor leading to Drove Lane are significantly landscaped routes, with grass verges and irregular tree planting. This Village Street accommodates SuDS features set between trees.

Other streets and lanes are well landscaped with frequent opportunity for feature trees and pockets of Open Space.



4.0

SCALE

4.1 BUILDING FORMS

The proposals are predominantly 2 storeys in height. 4 No. blocks of 2½ storey maisonettes are provided.
The majority of buildings are detached or semi-detached. Where short terracing is applied they are predominantly short, or 3 units. A small number of 4 or more unit terraces are used, comparable in form to the longest terraces found in the existing neighbourhood.

4.2 DENSITY

The proposals follow the Design Code Masterplan densities. The lowest density is around the periphery of the proposals. The Village street has a density at low—medium. The street and lanes connecting these two areas, have the highest density, at medium density.



5.0

APPEARANCE

5.1 CHARACTER AREAS

The Outline Application and Design Code Masterplan, set out in detail the various components that make up the density, built form, elevational style and material characteristics of the identified Character Areas. The three areas identified, compliment their contextual settings.

Canal Green:

- Directly interfaces with the Conservation Area.
- Addresses a Green Link & Key Open Space.
- Forms a Northern Gateway.

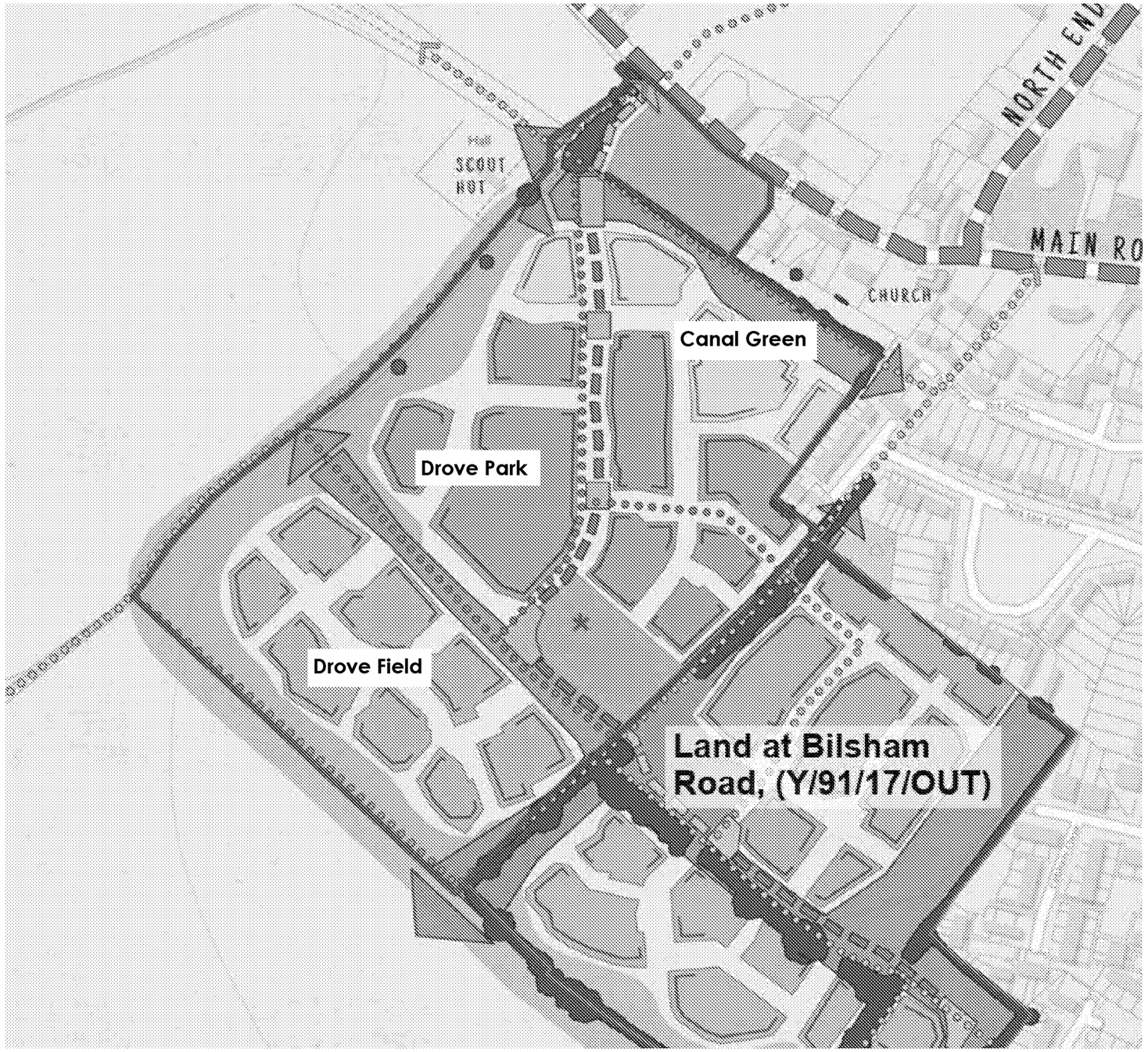
Drove Field:

- Directly interfaces with Open Countryside & Village Street.
- Addresses a Green Link , Opens Space & the Rural Edge.
- Incorporates significant space for Drainage.

Drove Park (West):

- Directly Interfaces with a new Village Street.
- Addresses a Green Links & Key Open Space.
- Incorporates the majority of the Movement Network.

In addition, there are commonalities between each character area and those of the character areas within the adjacent development.



6.0

CANAL GREEN APPEARANCE

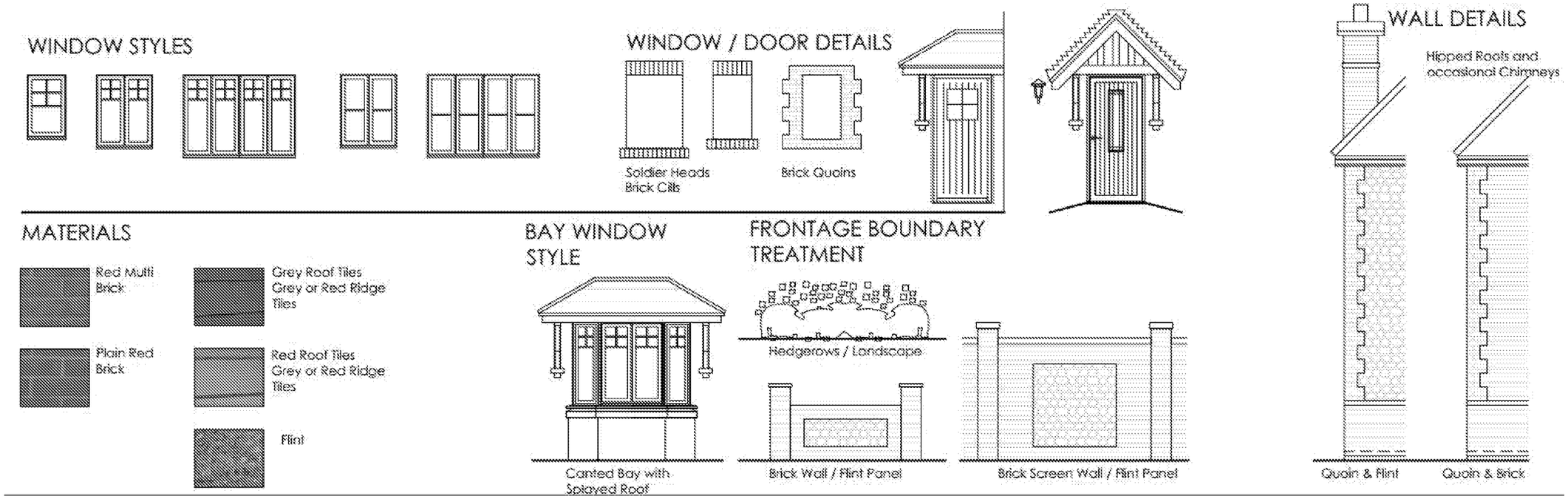


6.0

CANAL GREEN APPEARANCE

Buildings are all 2 storeys in height and vary from detached to terraced types. Built forms vary in depth, spacing and façade arrangements. Some buildings have wide, flat frontage others with façade articulation. Most have fairly broad facades with others very narrow. The varied depths of buildings also adjust the heights of the roof along with façade articulation varying the roofscape. Key buildings are located at movement junctures but all buildings will have a sense of individuality. Buildings materials draw from features in the in the conservation area and around Yapton. Predominantly red brick with historic forms of detailing such as Quoins, splay bays and flintwork. Each building having different arrangements to reinforce individuality.





BUILDING MATERIALS	ROOF MATERIALS	ROOF TYPES	DORMERS	BAYS	EAVES	CHIMNEYS	PORCHES / ENTRANCES	BOUNDARY MATERIALS	WINDOW STYLE
• Predominantly red / multi brick • Flint dressing on key buildings	• Red interlocking tile • Grey slate tiles	• Gable ends • Full hips	• No	• Canted bay windows • Single storey bays only	• Boxed eaves • White or black in colour	• On some buildings	• Open projecting / hipped	• Brick Walls (with some flint insets) • Hedgerows • Metal railings	• Casement • Multiple glazing bars

7.0

DROVE FIELD APPEARANCE



7.0

DROVE FIELD APPEARANCE

Buildings are all 2 storeys in height being mostly detached in form. Some semi-detached and short terraces are used on Lanes. Built forms vary in depth. Some buildings have wide, flat frontage others with façade articulation. Most have fairly broad facades. The varied depths of buildings also vary the heights of the roof along with façade articulation varying the roofscape.

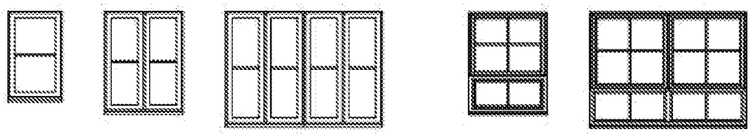
Key buildings are located at movement junctures. Buildings will have an identifiable form that defines this area.

Buildings materials draw from the Farms and agricultural buildings within the countryside. Predominantly red multi brick with feature buildings using Quoins. Black boarding will be applied to many plots. Adjacent plots will often have different arrangements to reinforce individuality.

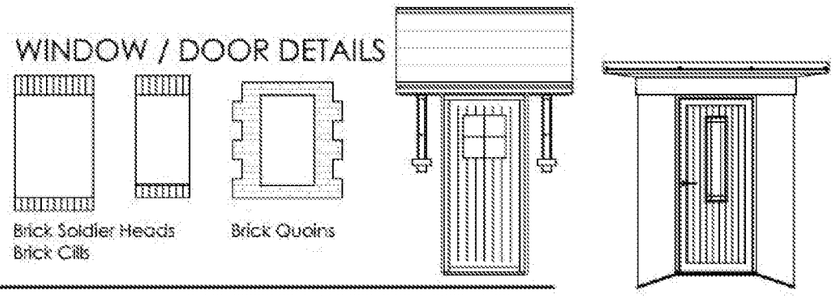




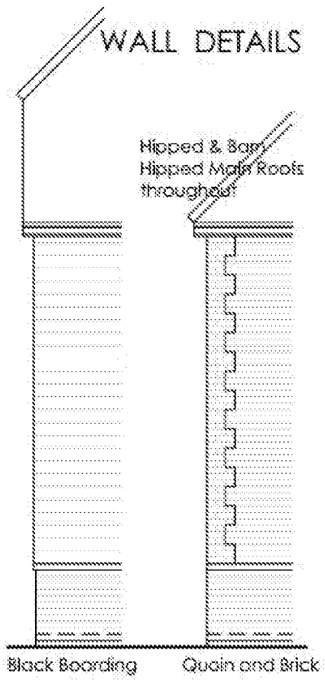
WINDOW STYLES



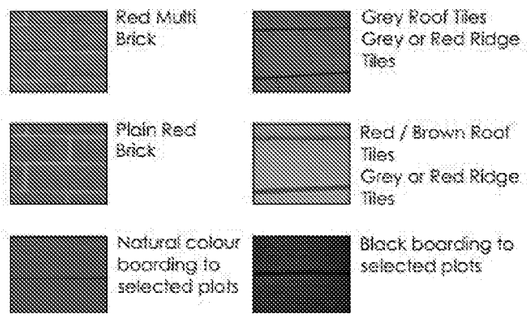
WINDOW / DOOR DETAILS



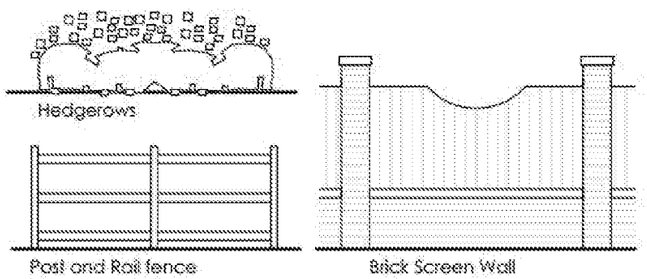
WALL DETAILS



MATERIALS



FRONTAGE BOUNDARY TREATMENT



BUILDING MATERIALS	ROOF MATERIALS	ROOF TYPES	DORMERS	BAYS	EAVES	CHIMNEYS	PORCHES / ENTRANCES	BOUNDARY MATERIALS	WINDOW STYLE
• Red / multi brick • Horizontal boarding (black)	• Red interlocking tiles • Some grey slate tiles	• Gable ends • Full hips	• No	• No bays	• Black boxed eaves, some white boxed eaves	• None	• Open projecting / hipped	• Timber fencing • Hedgerows	• Casement • Single glazing bars

8.0

DROVE PARK APPEARANCE



8.0

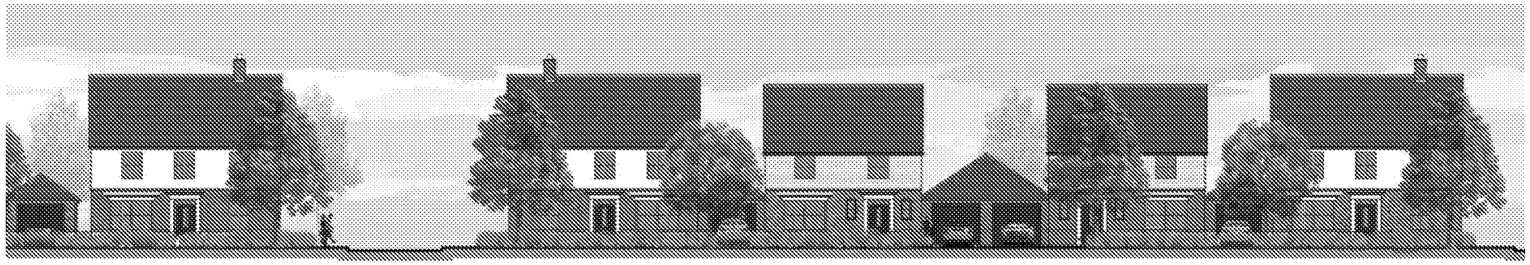
DROVE PARK APPEARANCE



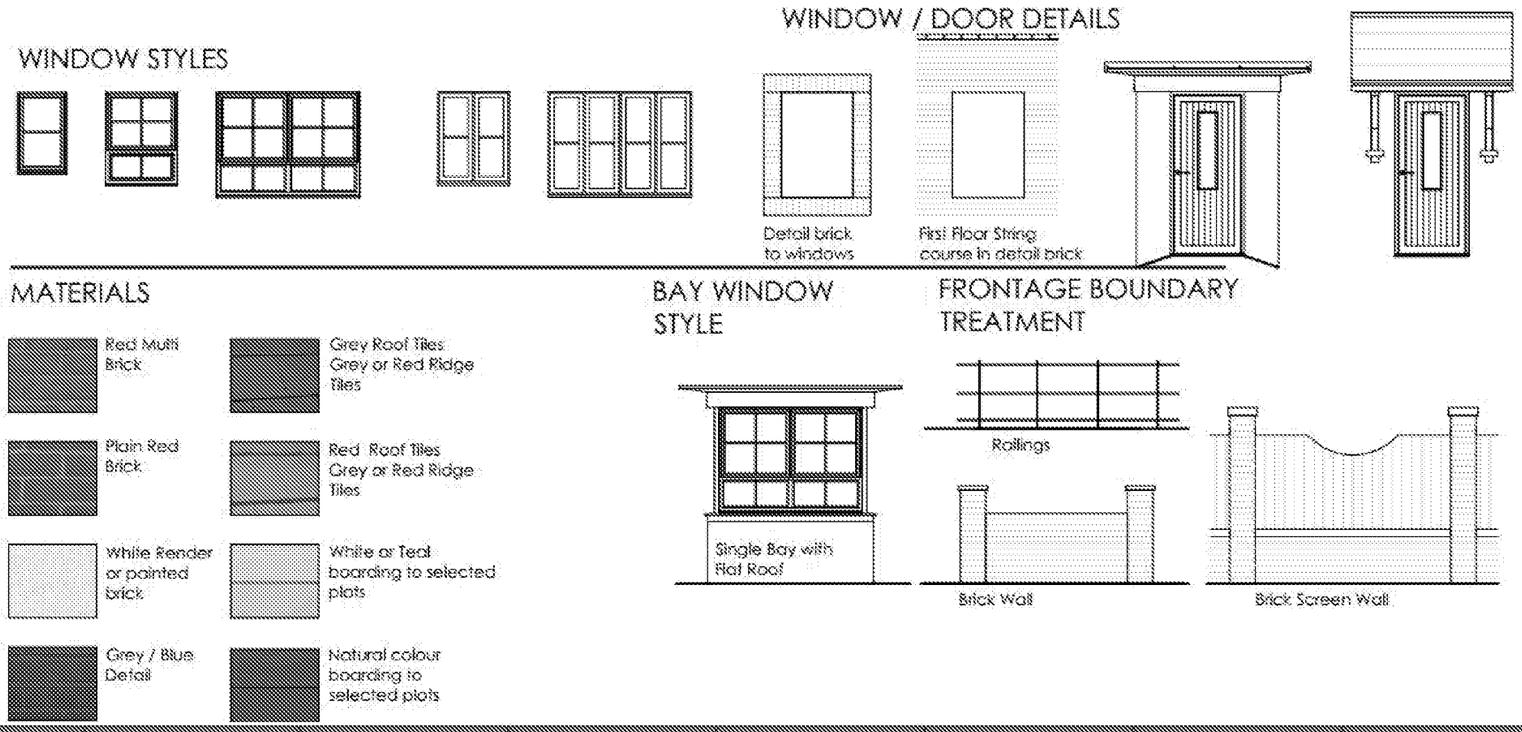
8.0

DROVE PARK APPEARANCE

Buildings are mostly 2 storeys in height and vary from detached to terraced types, with some use of up to 2½ storey flats. Built forms vary in depth, spacing and façade arrangements. Some buildings have wide, flat frontage others with façade articulation. Most have fairly broad facades with others very narrow. The similar depths of buildings have façade articulation varying the roofscape. Key buildings are located at movement junctures. There is a stronger sense of uniformity but all buildings will retain a sense of individuality. Buildings materials will be more contemporary. Predominantly red brick with dark grey detailing and regular use of light coloured boarding. Square bays at ground floor, will be often applied. Each building will reinforce an identity of streets.







BUILDING MATERIALS	ROOF MATERIALS	ROOF TYPES	DORMERS	BAYS	EAVES	CHIMNEYS	PORCHES / ENTRANCES	BOUNDARY MATERIALS	WINDOW STYLE
• Predominantly red / multi brick • Some render on parts of buildings / storeys • Horizontal boarding (white / muted colours)	• Red interlocking tiles • Some grey slate tiles	• Gable ends	• No	• Boxed bay windows • Single storey bays only	• White boxed eaves	• None	• Open projecting / flat roof	• Walls • Metal railings	• Top hung • Double glazing bars

9.0

SUMMARY

BUILDING FOR LIFE 12



1. 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 site?

Existing footpath connections have been reinforced and incorporated into the layout. New foot and cycle connections have been made between this site and the one directly to the south, with the spine road becoming a future new through-road into Angmering. Architectural details and materials have been used to create thematic links with the neighbouring heritage area and nearby agricultural buildings.



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

The proposals are 7 minutes walk from Yapton Parade, with its Post Office, Co-Op, Chip Shop, and recreational facilities, including a Village Green with Play Area and Village Hall.

Many more facilities are in Barham and Climping, both within 2Km of the site.. Including employment areas, convenience stores, primary schools, community facilities, pubs, cafes and workplaces.



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

There is a nearby Bus Route leading to Littlehampton, Bognor Regis and Chichester, with bus stops within 500m.

The site also incorporates a cycle route connecting the north and south of Yapton.

1.4 Miles away is Barham Railway Station , with services to London Victoria, Portsmouth and Brighton via Bognor Regis.



4. Does the development have a mix of housing types and tenures to suit local requirements?

The proposed mix of dwellings roughly accords with the identified needs of this area of Yapton. Private and affordable homes ranges from 1 bedroom and 2 bedroom flats to 2, 3 and 4 bedroom houses.

28% of the 1,2,3 Bedroom dwellings are M4(2) compliant, this totals 65no, and is above the 25% required by the LPA. M4(2) allows for adaptions to be made to the dwelling over time so they can comfortably be lived in by people as they age, or who have limited mobility.



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

We have 3 character areas. Canal green in directly inspired by the neighbouring heritage buildings, with flint and quoining. Drove Park is contemporary in style offering distinctiveness in the area. Drove field is inspired by the agricultural buildings nearby. Significant effort has been given to devising a Design Code to ensure that the development and the attached scheme have a holistic and distinctive identity.



6. Does the scheme take advantage of existing topography, landscape features (including watercourses), wildlife habitats, existing buildings, site orientation and microclimates?

Existing trees and hedgerows are all fronted, enhanced, given space and are fully integrated into the green spaces of the proposals, allowing ecology to be preserved.

Open space around the route of the old canal and listed buildings maintain visual and spatial connection , with new development set back from these spaces, with enough breathing room for those assets to maintain presence.

The countryside edge is buffered with areas of new landscape , trees and recreational routes.

9.0

SUMMARY

BUILDING FOR LIFE 12



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

All buildings are placed to create locally identifiable street types, with interest and suitable landscape features. Enclosure in streets ensure that character is defined in each street along with alternatively elevated, or more substantial buildings providing good vista stops.

Street junctions all have good frontages with specific dual aspect buildings placed at every corner.



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

There a logical paths that follow desire line from one place to another and to features in the wider area. Footpath and cycle connections cross the development to connect Yapton and the wider areas, residential areas, cycle, vehicle and bus route.

All pedestrian, cycle and vehicular routes are punctuated with waypoint features, of landscape, feature buildings and change of space use, to help provide a mental map and navigate the clear street hierarchy of movement network.



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

Most streets are short and designed to meander through neighbourhoods, with frequent changes in direction. A number of raised carriageway areas, further promote the consideration of pedestrian use, with some smaller areas being clearly pedestrian oriented.

These streets become social spaces where there is limited through route connection and where enclosed squares and significant landscape features promote care in navigation.



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

There is an appropriate mix of parking typologies, from on plot (side & rear), frontage and courtyard parking,. These types are logically applied depending on setting, the graduated ‘grain’ of development and the need for frontage landscape. At each location the impact of parking is reduced, with frontage and courtyard parking having significant levels of landscape feature and screening.

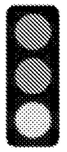
Visitor parking is spread out across the site, with areas needing more visitor spaces having greater numbers.



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

The definition between public and private spaces are clearly delineated with the use of landscape, walling, railings and fencing. Private spaces are well landscaped within the plot curtilages, with selected plots having trees to the front gardens. Where frontage parking or courtyards are utilised, space is reserved around parking for good levels of landscape as well as separate paths.

Public spaces are to be adopted and/or managed depending on locality. With the very nature of the outward looking orientation of plots, all areas are safe and well overlooked.



12. Is there adequate storage for bins and recycling as well as vehicles and cycles?

Every plot has the required parking spaces, with additional widths around those spaces for access and passing, including passing with bins and cycles. Wherever possible, side access away from parking is provided.

Each garden is suitably sized, with plenty of storage space for bins & cycles within sheds (if garages are not employed),

Access for bins and refuse collection has been formulated with a separate site layout created for assessment.