From: Amanda Scholes on behalf of Planning.Responses
Sent: 19 November 2020 08:43
To: Planning Scanning
Subject: FW: Y/78/20/RES

Amanda Scholes | Receptionist, Department, Arun District Council | Location: Ground Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF
Internal: 37736 | External: +44 (0) 1903 737500 ext 37736| E-mail: amanda.scholes@arun.gov.uk



Visit Arun's web site at **Error! Hyperlink reference not valid.** Save the environment - think before you print.

From: Martyn White <Martyn.White@arun.gov.uk>
Sent: 18 November 2020 17:10
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Cc: Simon Davis <Simon.Davis@arun.gov.uk>
Subject: Y/78/20/RES

Y/78/20/RES

Land East of Drove Lane Yapton BN18 0EB

Approval of reserved matters following outline consent Y/92/17/OUT for 300 No. dwellings covering landscape, layout, public open space, drainage, scale & external appearance. This application affects the setting of listed buildings, affects the character & appearance of the Main Road/Church Road, Yapton Conservation Area

The proposal forms an area of land at the edge of Yapton village. I note that the application forms part of a strategic housing allocation in the adopted Arun Local Plan 2011-2031 (ALP).

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

Listed Buildings

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

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

Conservation Area:

A small part of the allocation site is located within the Yapton Main Road Conservation Area.

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

Boundary walling, mainly in flint, and mature landscaping enhance the street scenes and are important features and contribute to the rural character of the Conservation Areas. Chimneys are also important features of the skyline.

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

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

Canal:

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

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

Drove Lane

Drove Lane, reputedly forms part of an ancient drover's route linking Felpham and the Weald. Its historic use would have consisted of the movement of livestock between the coast and the downs, and it is this use which informs its significance.

It forms the western boundary for the site and is utilised as part of the access to the development. The northern end of the land has been covered with tarmac which affects its appearance

Proposal

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

The layout and design of the proposed development appears to reflect the previously approved design code. The properties closest to the conservation area will most likely be visible from it to some extent and it is positive to understand that some thought has been given to their design. Having reviewed the elevations I am of the opinion that the design of these properties would seem to be generally acceptable for their location. The success of such designs will be dependent upon the materials used. This includes boundary treatments where I note that a variety of materials are proposed, including flint. The use of traditional materials is supported.

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

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

I note that there have been requests to create a 'green route' which will enable walkers, cyclists and those on horses to utilise the public footpath which currently runs alongside the route of the canal. It is assumed that this would be along the entire stretch of the canal and would take in that element which is associated with this site. The protection of the route of the canal (through the district) and any features associated with it, whilst also ensuring that it is open/visible is a positive approach, subject to careful design consideration. This approach should include any further features identified as part of this development.

Whilst not immediately adjoining the canal, a pathway is proposed as part of the development, and I consider that its use to provide a multi-use path as part of these wider aspirations would be a positive one. This could include the provision of information boards etc. so as to help inform the local resident of their local history.

It is noted that the heritage statement identifies that there will be a minor impact on the special architectural and historic interest (significance) of some of the designated heritage assets by virtue of the proposals altering their settings: Yapton Main Road Conservation Area; and Bonhams Farm Complex (formed of Bonhams Farmhouse and Bonham's Barn – comprising two grade II list entries) and The Old Malthouse. There will also be some impact on the localised significance of the non-designated heritages. I do not disagree with this opinion.

For there to be some impact upon heritage assets is to identify some level of harm. As identified in the NPPF, there are three levels of harm. This statements therefore identifies that the impact of the development cannot be described as not causing harm. As a consequence, it should be considered as causing less than substantial harm in accordance with paragraph 196 of the NPPF (2019). However, this would be on the lower end of the spectrum.

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

Martyn White
Principal Conservation Officer,
Planning Services

Please note: I work on Conservation for half of the working Week (all day Monday and Friday and Tuesday Afternoons

T: 01903 737717
E: Martyn.White@arun.gov.uk or Conservation.officer@arun.gov.uk

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

Sign up to our newsletter **here**