



LAND AT BILSHAM ROAD, YAPTON

Design and Access Statement

12th December 2017

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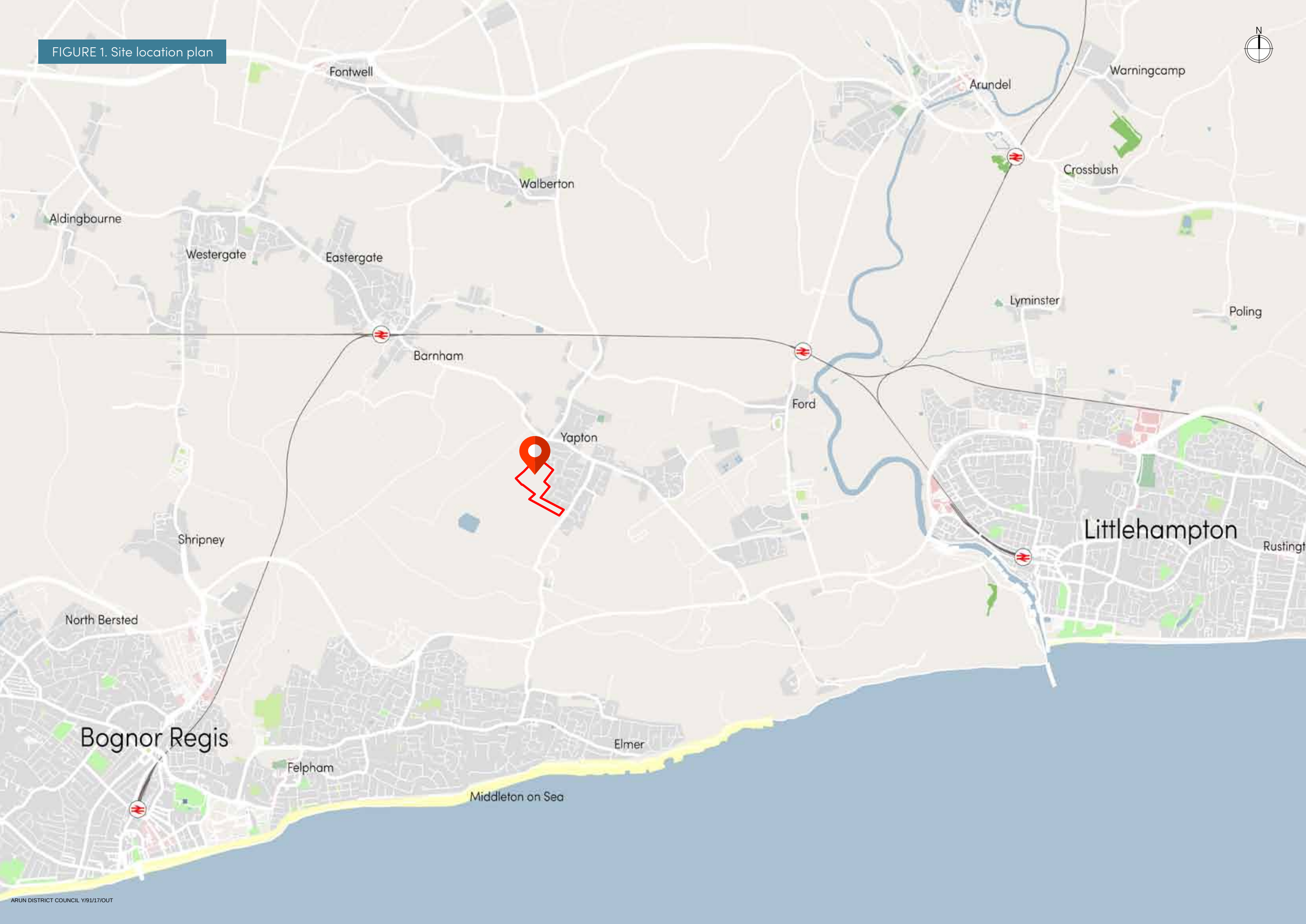
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FIGURE 1. Site location plan



01 INTRODUCTION

Purpose

This document comprises a Design and Access Statement and is produced in accordance with the guidance contained within the Department for Communities and Local Government (DCLG) planning practice guidance and CABE document entitled “Design and Access Statements – How to Write, Read and Use Them”.

This document has been prepared to support an outline planning application under the Town and Country Planning Act 1990, on land at Bilsham Road, Yapton, West Sussex.

The application is submitted on behalf of Gleeson Strategic Land Limited. It is an outline planning application with all matters reserved except access and comprises the following:

“Outline planning application for the development of up to 250 residential dwellings (C3), vehicular access, public open space, ancillary works and associated infrastructure.”

This statement explains the design rationale behind the planning application and shows how the applicant is intending to create a place for the benefit of existing and future residents of Yapton.

The statement and planning application uses drawings, photographs and illustrations to show how the land might be developed in the future and should be read in conjunction with the other plans and documents which comprise the planning application package.

The applicant has made a strong commitment to delivering a high quality scheme and will use this document to demonstrate fully to both the community and Local Authority how this can be achieved.

Terms of reference

For clarity, the document will refer to two areas. The areas are shown on Figure 2 and are described as follows:

The allocation site

This relates to the area allocated for development in Policy SD7 of the emerging Arun Local Plan. A green line will be used on all relevant plans to show this. Where appropriate, proposals within the wider allocation will also be shown in a faded colour where appropriate to demonstrate how the two sites work together.

The application site

This area relates to the land in the control of the applicant, Gleeson Strategic Land Limited. The extent of this land will be shown with a solid or dashed red. This land forms the basis of this outline planning application.

YAPTON SD7

The allocation site forms part of the emerging allocation “Yapton SD7”. The extent of the allocation site is shown on Figure 2 and comprises the application site outlined in red and the allocation site is outlined in green on Figure 2.

Further information on the emerging allocation “Yapton SD7” is included within the submitted Planning Statement.

Land ownership

Gleeson Strategic Land Limited (Gleeson) controls the application site (area shaded dark blue on Figure 2). This area extends to approximately 11.6 ha / 29 acres.

Gleeson are strategic promoters of land for development in the south of England, they have significant provenance with over 100 years’ experience of the development industry.

The Trustees of the Langmead Pension Scheme (TLPS) are the freeholders of the Drove Lane site at Yapton (area shaded light blue on Figure 4). This area extends to approximately 12.4 ha / 30.6 acres and comprises the remainder of the allocation site.

Comprehensive approach to SD7

A comprehensive design led approach has taken place to cover the whole emerging allocation site. The masterplanning has been undertaken to allow for the application site to work with the adjacent land (the allocation site) and also independently.

This approach allows for both applications that form the SD7 allocation to bring forward their planning applications independently whilst working closely together. A separate planning application will be submitted by TLPS for the adjacent land.

Structure of the document

This statement sets out an assessment of the application site from a design, access and planning perspective. It illustrates the way the design has evolved, before showing how the approach chosen for the application offers the best solution in terms of use, access and design.

In summary, Sections 1 – 5 deal with the allocation site and principles for its development, moving to Section 6 which focuses specifically on the design and access issues associated with the application site, working within the principles established for the allocation site as a whole.

Section 2 of the document provides a thorough assessment of the issues affecting both the application and allocation sites. This includes a review of the wider context and surroundings including the relationship of the sites to Yapton and the local area. Further details of the sites are provided in separate reports on aspects such as landscape, ecology, access, archaeology and hydrology.

Section 3 provides a summary of the relevant policy framework for the sites. A separate supporting planning statement has been submitted as part of the application.

Section 4 provides an evaluation of the sites. This includes the key constraints and opportunities for both the application and allocation sites and creates a vision, which together with key objectives which will help create its distinct character and appearance.

Section 5 explains the process of engagement which has taken place and how the feedback has been incorporated into the scheme.

Section 6 provides details of the design solutions being adopted using illustrations and plans to show how the vision and objectives will be achieved in built form and landscape. The proposals focus on the application site but also show how they will work as part of the wider allocation site.

Section 7 is a summary of the proposals and concludes the document.

FIGURE 2. Land ownership plan

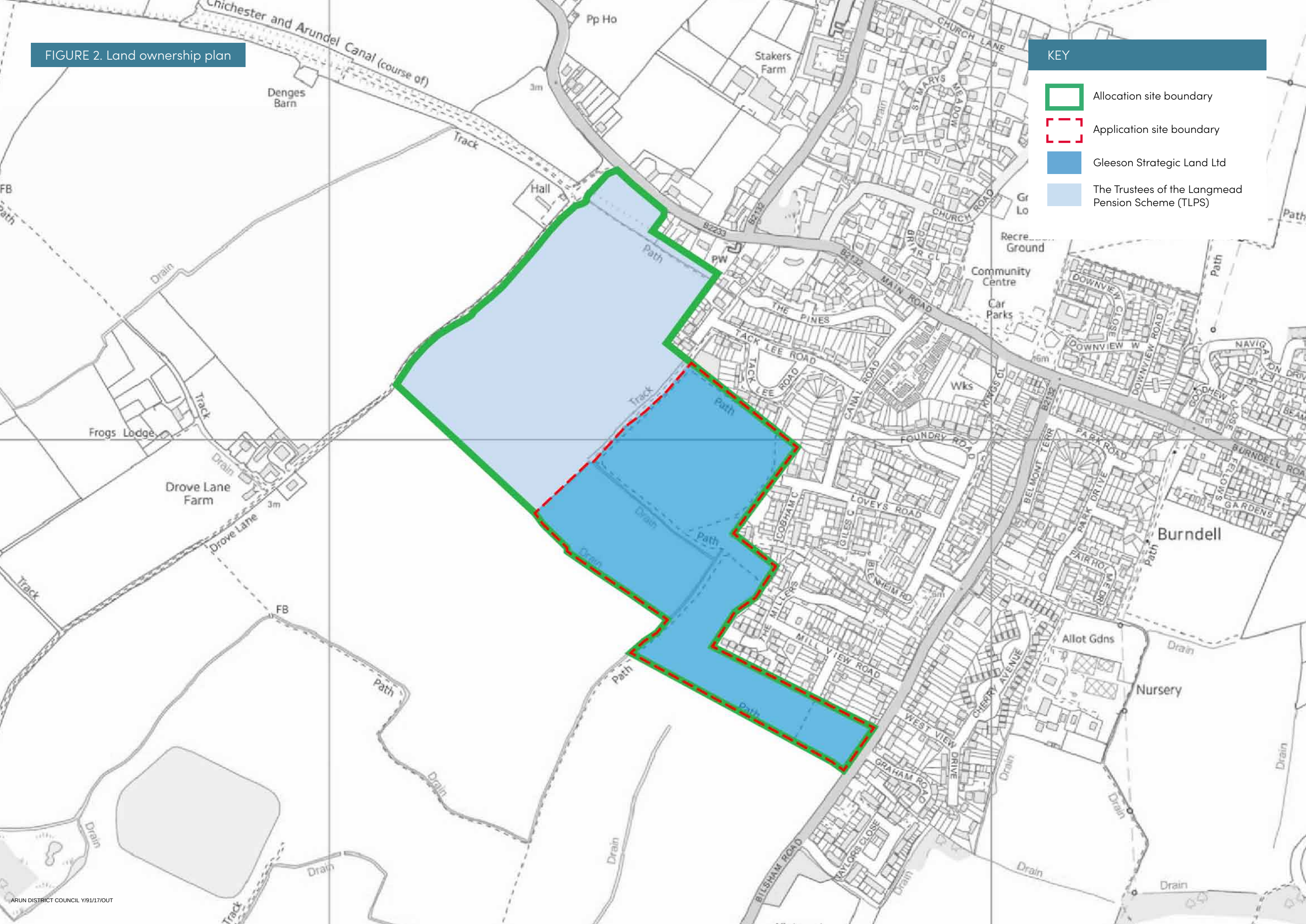


FIGURE 3. Aerial photograph of the area



02 SITE ASSESSMENT

Location and context

Yapton is a village and civil parish in the Arun District of West Sussex, England. It is centred three miles (4.8 km) north east of Bognor Regis at the intersection of the B2132 and B2233 roads.

The village incorporates the hamlets of Bilsham and Flansham. Bilsham is a single street settlement, which includes Bilsham Chapel; a 13th century deconsecrated former chapel now used as a residential dwelling. The hamlet of Flansham is situated southwest of the village centre and is notable for its rural aspect.

Figure 3. is an aerial photograph of the area and shows the allocation and application sites. Figure 4. shows the both the allocation and application sites in their immediate context.

The village of Barnham, approximately 1.5 miles from the centre of Yapton, has a rail station on the West Coastway Line which runs between Brighton and Southampton. Ford Station is also about 3 miles from the site.

National Cycle Route 2, which is planned to provide a long distance cycle route linking Dover in Kent with St. Austell in Cornwall runs through the village along Bilsham Road and Burndell Road / Yapton Road.

The application site lies on the south western edge of the existing built up area for the village. The eastern boundaries are defined by existing housing development. The north western boundary is defined by a line of planting.

The south western boundaries of the application site are defined by existing field boundaries provided by mature hedgerows with trees. Bilsham Road defines the south

Description

The application site comprises a number of open agricultural fields with intervening hedges and some mature trees generally defining the boundaries. Each of the field parcels (see Figure 3) have their own characteristics as follows:

- 1 Field Parcel 1 is a large almost square parcel of land. The character of this part of the allocation site is heavily influenced by housing to the north and east in Tack Lee Road and Loveys Road / Cobham Close. The south western boundary is a mature hedgerow with individual trees which together with a ditch separate this parcel from field parcel 2.
- 2 Field parcel 2 is a rectangular field defined on all sides by mature hedgerows with intermittent trees.
- 3 The southernmost parcel of land is an L shaped area of land which wraps around the existing housing development in Mill View Road and Gladstone Road. The southern boundary is currently open. The south eastern boundary of this field parcel adjoins Bilsham Road with an intervening hedgerow.



Yapton and Ford Parish Hall in the centre of Yapton

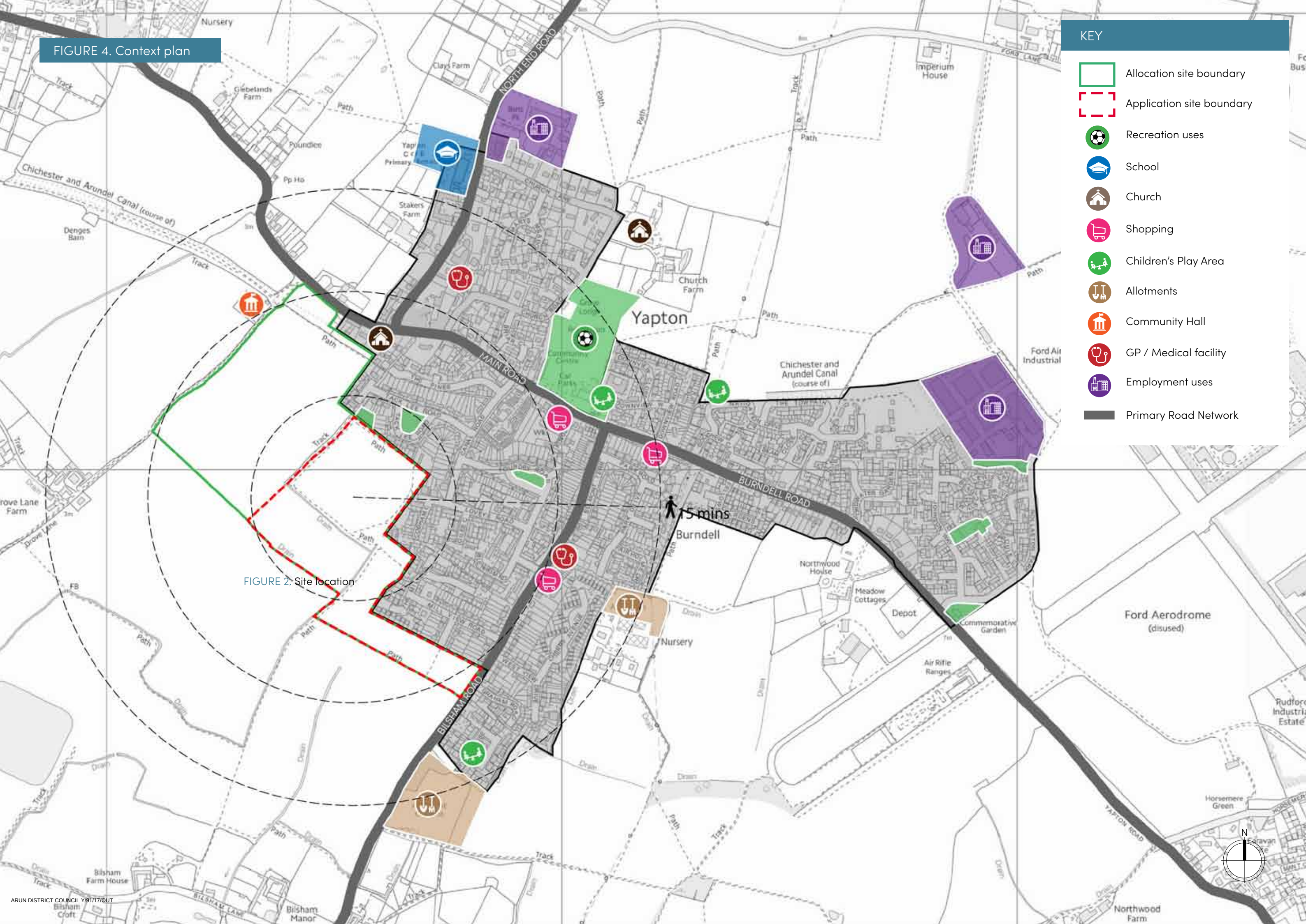


There are a number of public rights of way within the site



Bilsham Stores on Bilsham Road, close to the site

FIGURE 4. Context plan



Landscape

Topography

The allocation site is located on the coastal plain, and the topography varies little across the study area. The land rises very gradually in a northerly direction, from sea level approximately 2.5km south of the allocation site, to 10m Above Ordnance Datum (AOD) 3km to the north of the allocation site.

The allocation site itself is relatively level, at approximately 5m AOD. A number of drainage ditches are found within the allocation site, with localised changes in level in the vicinity of these.

Vegetation

The allocation site comprises field parcels adjacent to the settlement boundary, that are primarily arable, and thus used for seasonal crops. Some fields are bounded by hedgerows and hedgerow trees, whilst others (including Drove Lane and Bilsham Road field boundaries) are more open

Hedgerows predominantly comprise of Hawthorn, while other native species are also present. Oak is the dominant mature tree species, with Ash, Field Maple and Elm also found along the field margins.

The settlement edge varies in nature along the length of the boundary shared with the allocation site, primarily comprising of hedgerow and fences, but with some trees.



View into the site from Bilsham Road at the south eastern end of the site



View looking north east across the centre of the site to the rear of existing properties in Cobham Close



View looking west from within the site showing the unmanaged grassland with public footpath 156_2 in the foreground and mature hedge and tree boundaries along the south western boundary of the site.



View looking south west across the northern part of the site from footpath 157 with Drove Lane Farm in the background (right) of the picture

Views

The visual envelope of the proposed development (i.e. areas from where views of the allocation site can be experienced) is constrained to a relatively limited geographical extent, due to a combination of topography and the screening effect of trees, hedgerows and built features. The visual envelope extends approximately 500m south beyond the allocation site, and terminates along Bilsham Road. The settlement edge prevents views of the allocation site from further north, within Yapton. Although opportunities for views of the allocation site extend as far as the eastern edge of Barnham, these are limited to glimpses.

Receptors that currently experience views into the allocation site are residents on the southern edge of Yapton (including Bilsham Road), and to a lesser degree, residents at Drove Farm and cottages at Bilsham Manor. Road users on Bilsham Lane and Drove Lane, and users of the immediate footpath network experience views across the allocation site or towards the allocation site. The proportion of the view taken up by the allocation site varies with proximity to the allocation site and the screening effect of any intervening vegetation.

The majority of views into the allocation site are seen in the context of the existing settlement edge.

Ecology

A number of ecological surveys have been undertaken and have informed the development proposals for the both the allocation and application sites. Neither sites fall within any statutory designated sites and no designated sites or nature reserves are located within 2km of the sites. Within 1km of the allocation site are two BAP Priority Habitat areas:

- Deciduous Woodland Priority Habitat – this habitat is found in small areas around the north and east within 250 metres.
- Coastal and Floodplain grazing Marsh Priority Habitat- 0.8km south of the allocation site.

The sites are dominated by arable fields surrounded by grassy buffers and hedgerows. These arable fields are considered to be of limited ecological value and are unlikely to support protective species. The surrounding hedgerows, provide ecological value to the local wildlife community and therefore where possible development will include buffering and enhancement of the existing hedgerows along the allocation site boundary. Suitable mitigation measures will be put in place if found to be required.

Having regard to the work undertaken to date, it is not considered that any development on the allocation site would cause any significant environment impacts in terms of ecological interests, either individually, or in combination with nearby proposed or consented schemes, or those under construction.

Potential for ecological enhancement

The proposals present the opportunity to secure a number of net gains in biodiversity, including additional native tree planting, habitat creation, new roosting opportunities for bats, and more diverse nesting habitats for birds.

There will also be the opportunity to use of native species within landscaping schemes and potential for wild flower planting within the informal open space areas.

Drainage

There is a small area of land within the central southern part of the allocation site which is identified by the Environment Agency as floodzone 2 which is at medium risk from flooding. (See Figure 5.) The design of the development will need to avoid the potential areas of flood near Bilsham Ditch and will ensure there is enough free draining areas and water storage areas in the form of open ditches and flood water detention areas which will compensate for the built development so the allocation site accommodates at least the same amount of surface water as it does currently, if not more.

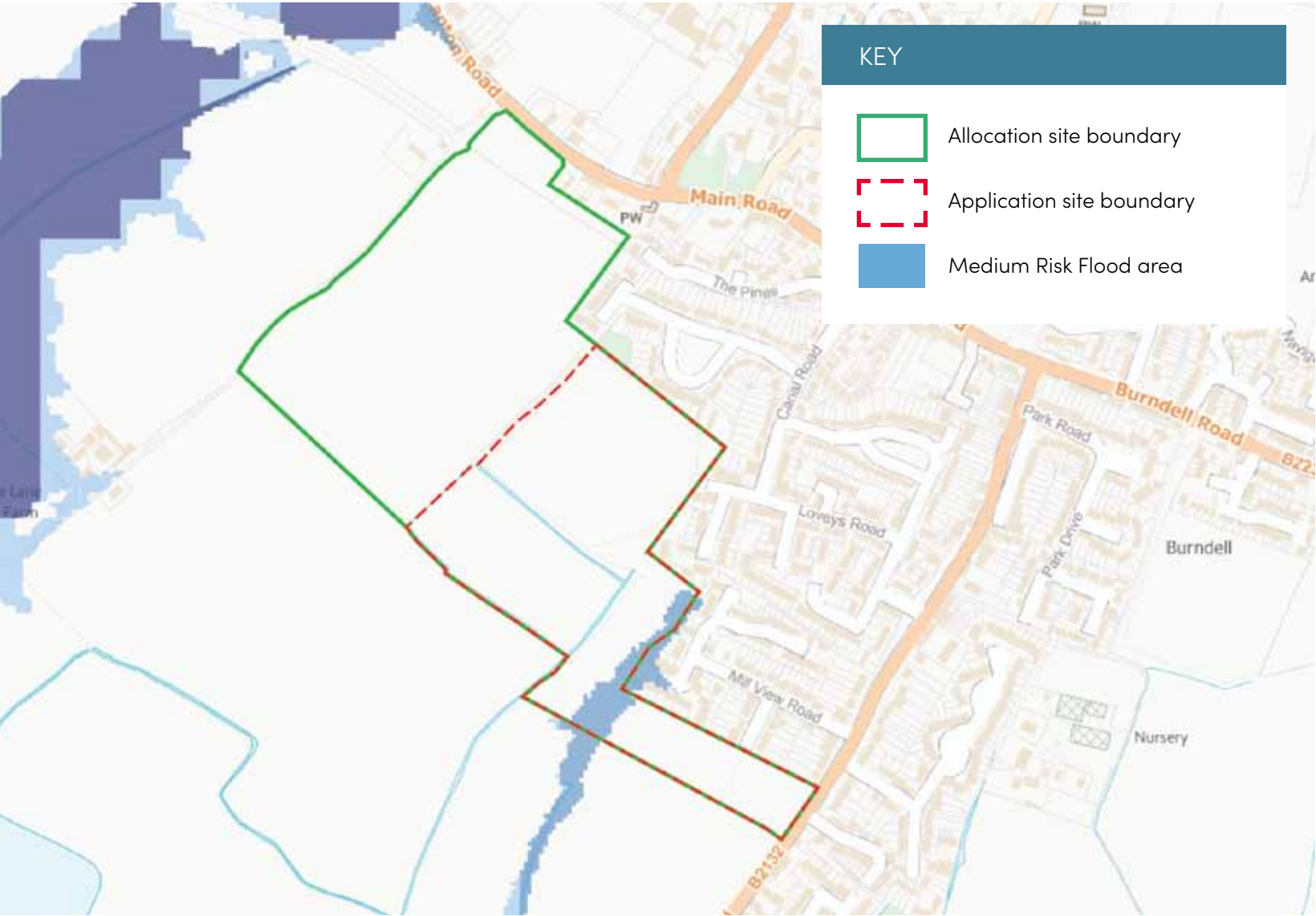


FIGURE 5. Plan showing Environment Agency Flood Risk map

Movement and access

Vehicular access

The Highway Authority (West Sussex County Council) have agreed that two points of vehicular access; one from Drove Lane the other from Bilsham Road are suitable for the proposed allocation site development. It is envisaged that the accesses will join up within the allocation site to form a new village road.

Access to the application site will be provided from Bilsham Road.

WSCC have agreed the allocation site is sustainable, being within easy walking distances of bus stops and local facilities. We recognise that the development of any new housing will create additional traffic movements. We have looked at a number of mitigation measures starting with the masterplan.

The design is predicated on traffic flowing in a very similar fashion to the current level as a result of local improvements being made to junctions.

Pedestrian and cycle access

The allocation site it is well located to the local facilities within the village including the village centre, station, schools and recreational facilities within 15 minutes walk of the allocation site.

National Cycle Route 2, runs through the village along Bilsham Road and Burndell Road, very close the allocation site.

Rights of way

There are a number of Public Rights of Way in close proximity of the allocation site (see Figure 3). The principal routes affecting the allocation site are as follows:

- No. 155, outside of the allocation site boundary following Drove Lane connecting Yapton to Flansham to the south west
- No. 157, within the allocation site, linking Drove Lane along the southern and eastern boundaries of field parcel 2 and the south western boundary of part of the allocation site
- No. 200_1, following the alignment of the former Portsmouth – Arundel Canal and running through the northern part of field parcel 2
- No. 156_2, running along the northeastern boundary of field parcel 4 within the allocation site
- No. 156_1, which runs from within the housing area at The Millers through the northern part of field parcel 5 and then running south along its north western boundary down to Bilsham.

Public Transport

A bus route runs along Bilsham Road and Main Road / Yapton Road with existing stops close to the entrance to the application site. Regular bus services operate towards Littlehampton, Bognor Regis and Chichester.

Barnham Railway Station is located some 2 miles from the centre of the allocation site and is accessed by walking or cycle.

Barnham is the junction station for the short branch to Bognor Regis. It is also a well-used interchange for passengers between slow and fast services. It has services to London Victoria via Gatwick Airport, Brighton, Portsmouth, Southampton, Littlehampton (via Ford) and the occasional long-distance services to the West Country. Trains travelling from east to west (i.e. heading towards Chichester and Bognor Regis) sometimes divide at Barnham.



Footpath no. 157 and 156-2 meet in the centre of the site

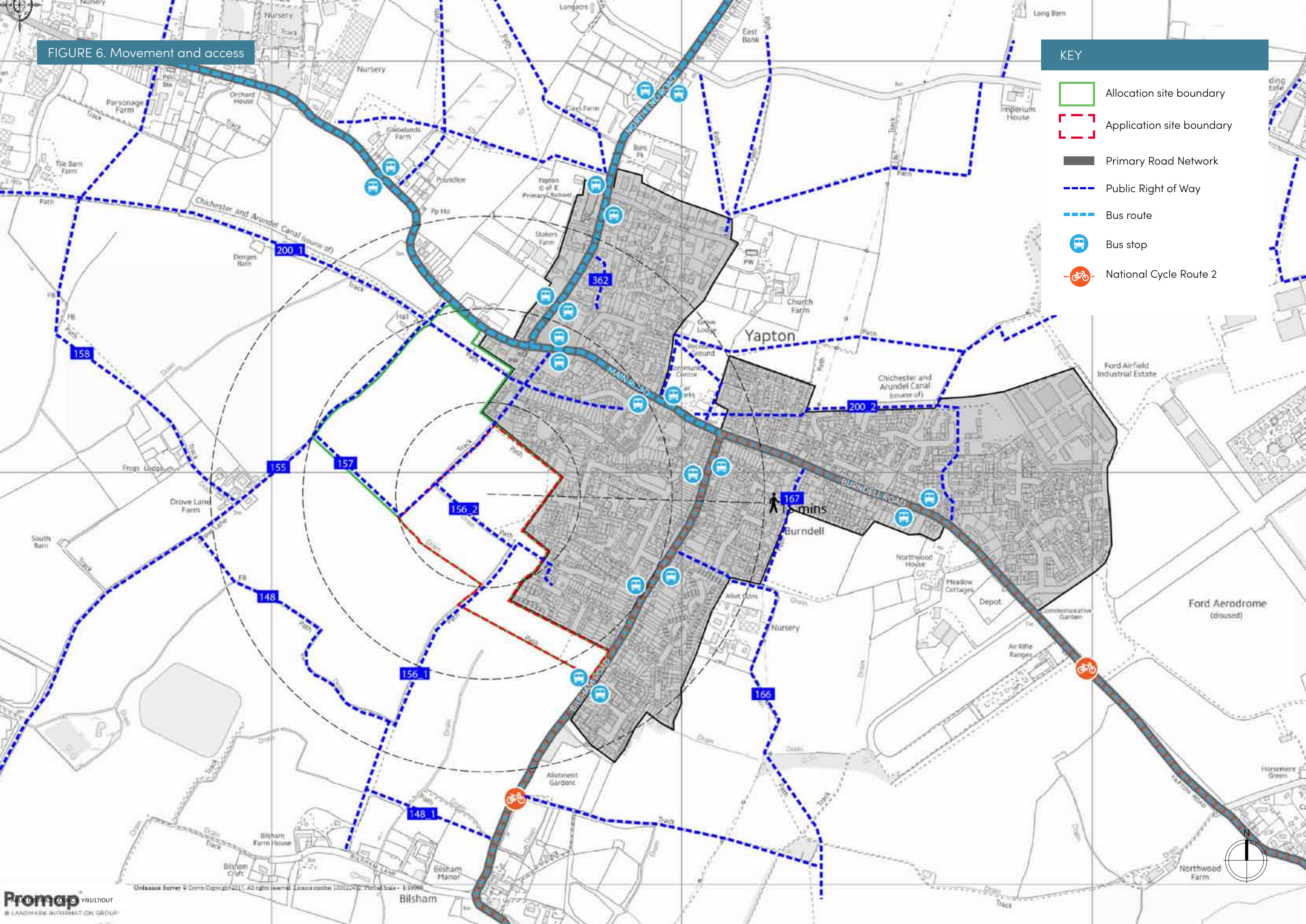


Drove Lane



Public footpath no. 200_1 running parallel to the route of the former Portsmouth – Arundel canal

FIGURE 6. Movement and access



Cultural heritage

The allocation site has one heritage asset within the proposed area and this is the line of the 19th Century canal which runs parallel to the B2233, this is located within the northern part of the allocation site (shown on the Figure 14). The development of this area will be designed in order to be sympathetic in character to the canal. There are no listed buildings within the allocation site however there are a number of listed buildings within the surrounding area.

A small part of the allocation site is located within the Yapton Main Road Conservation Area this largely covers the access from Drove Lane, therefore the masterplan will take this into consideration.

The allocation site does not lie within an Archaeological Notification Area (ANA). An archaeological assessment will be submitted in support of the planning application.

The masterplan will mitigate against any adverse impact on the 19th century canal, and the Conservation Area. Any potential impact on currently unknown archaeological assets (if any) can be mitigated against through the use of planning conditions attached to any consent.

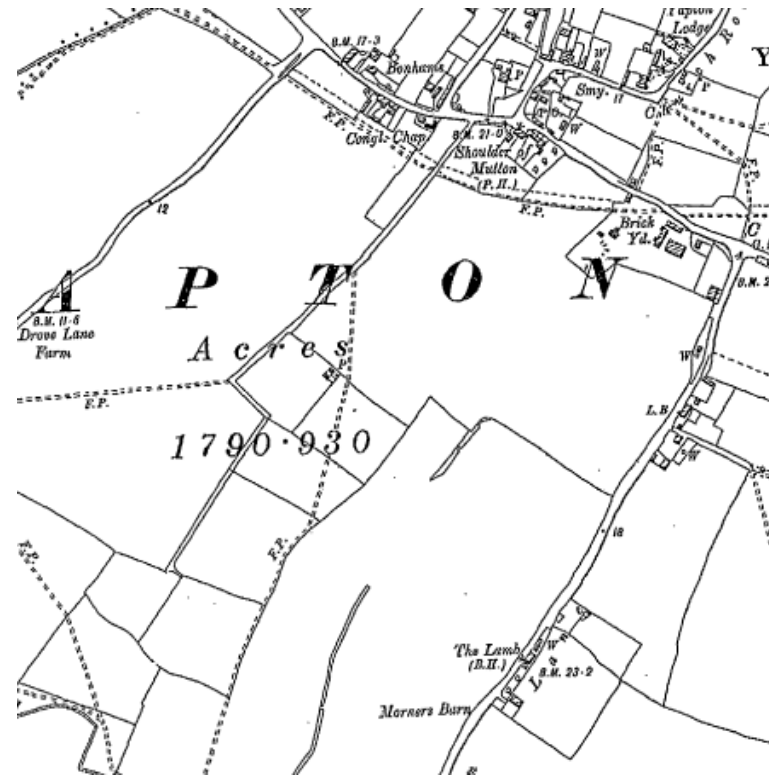


FIGURE 7. Ordnance Survey Map (circa 1896)

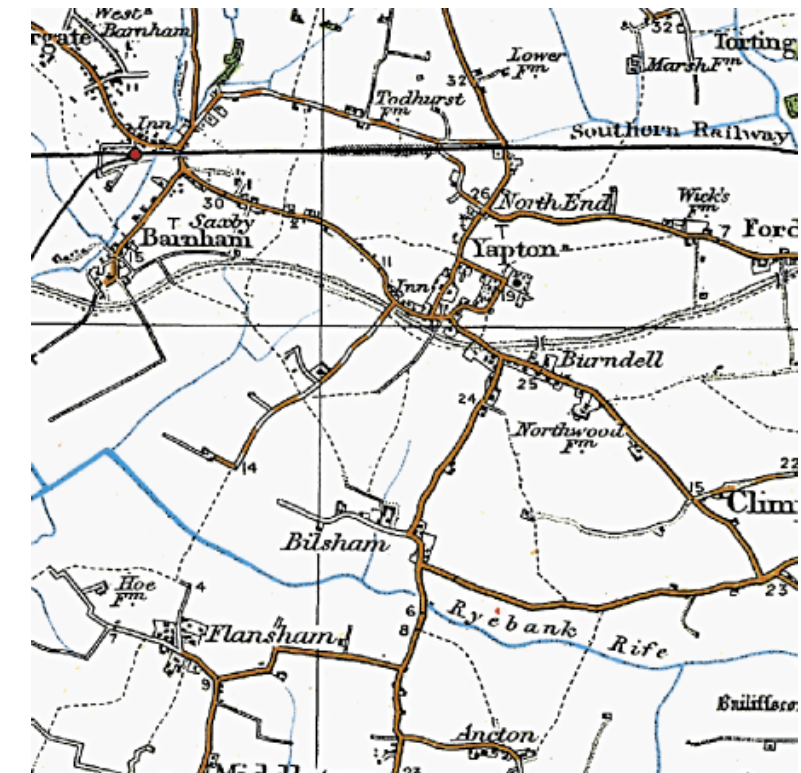


FIGURE 8. Ordnance Survey Map (circa 1919-20)

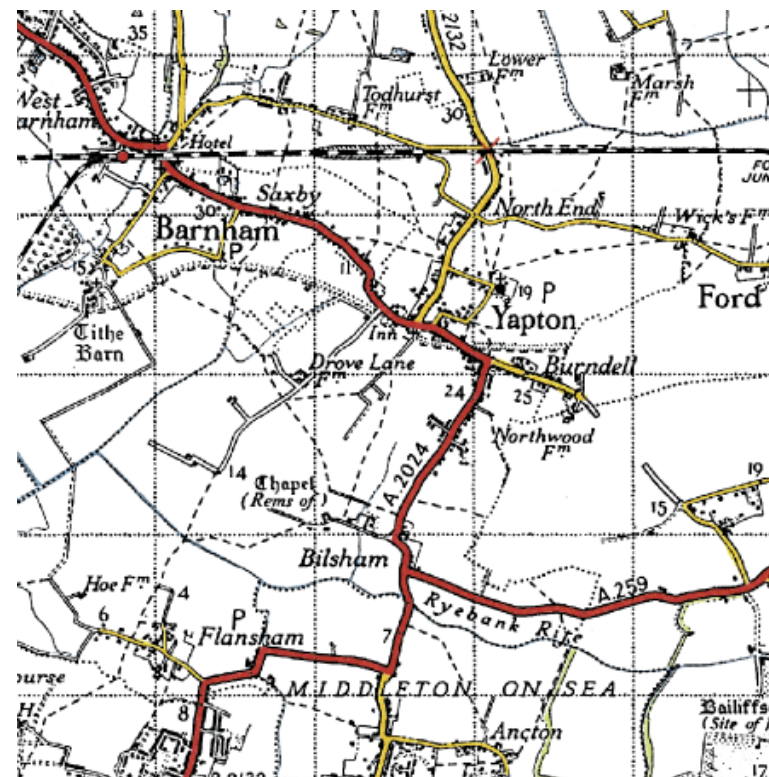


FIGURE 9. Ordnance Survey Map (circa 1940-45)



FIGURE 10. Ordnance Survey Map (circa 2014)

Patterns of growth

The historic maps (left) show the patterns of growth for Yapton. It can be seen from the 1896 map that at this time there was no significant development in the area of the allocation site with the existing canal in place the principal urban areas located along Main Road and North End Road. The 1919-1920 maps show that there was little growth at the start of the 20th century.

After World War II the size of the village rose dramatically with the number of inhabitants almost doubling between the 1931 and 1951 censuses. This growth followed the extensive post-war building programme which saw the erection of the Foundry and Tack Lea council estates as well as the addition of Millview and Gladstone Roads, Park Road and Park Drive. In the following decades the pressure to build more housing has been constant resulting in large private estates such as The Millers, Cherry Avenue, Briars Close, St. Mary's Meadow and Downview being built as well as smaller developments including The Pines, The Poplars, The Limes and Goodhew Close. In addition to these more council houses were built in filling the gap between Foundry Road and Mill View Road.

In recent years there has been further housing developments built, permitted and decisions pending (See Figure 13) including the following:

- ① Housing development north of Blundell Road at Navigation Drive
- ② New housing at Taylors Close, off Bilsham Road at the southern end of the village
- ③ Planning permission for 34 dwellings on land south of Fellows Gardens
- ④ Planning permission for 45 dwellings on land south of Burndell Road
- ⑤ Planning application for 108 residential dwellings on land at Burndell Lane, south of Burndell Road (Approved)
- ⑥ Planning application for 51 dwellings on land at Cinders Lane, to the east of Bilsham Road (Undecided)
- ⑦ Also of relevance to the growth of the village is the area of land to the North & East of St Mary's Church (shaded orange). An outline application for up to 250 dwellings with public open space was refused in 2014. An appeal against the Local Authority's decision was lodged and subsequently withdrawn.

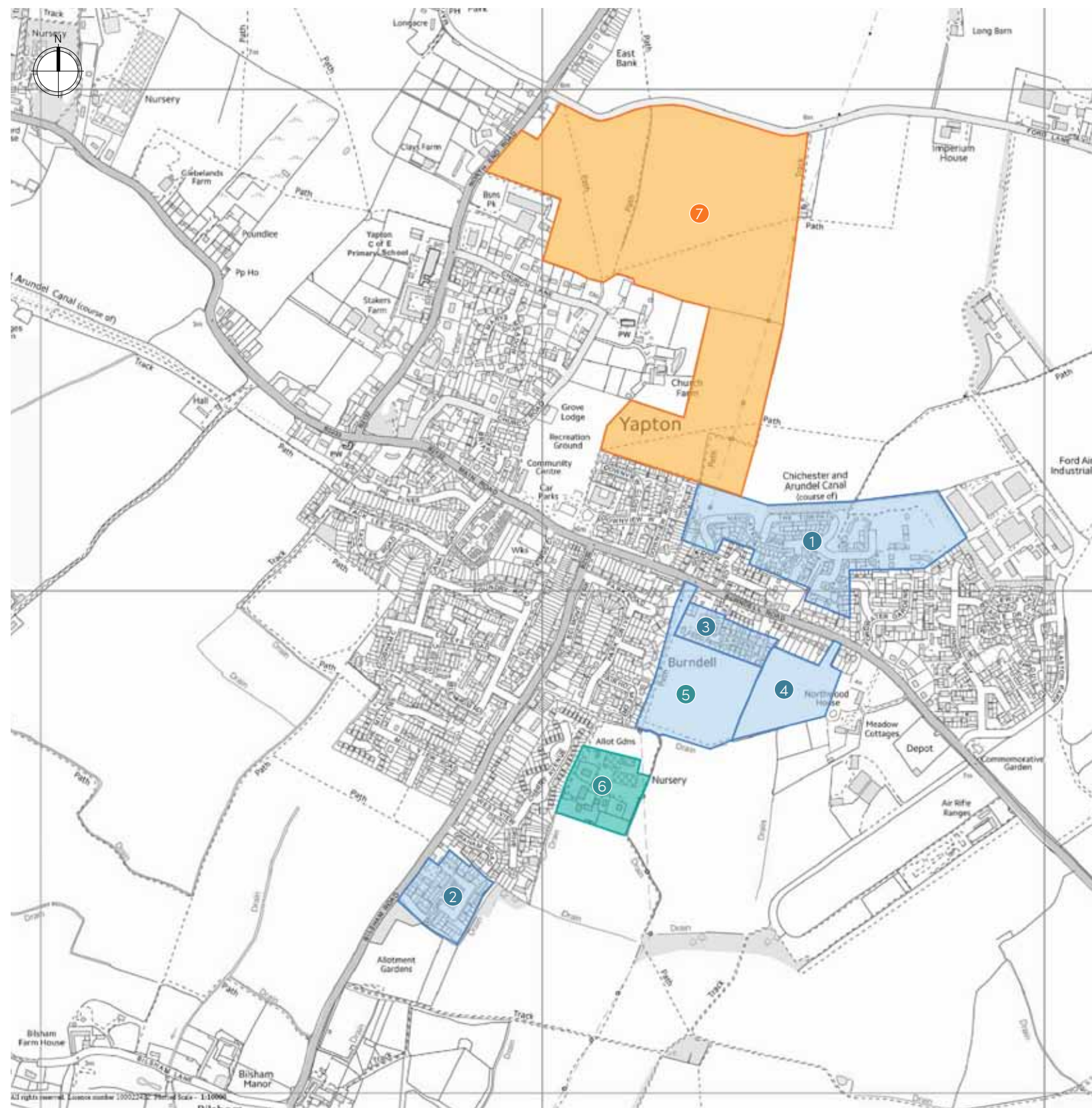


FIGURE 13. Permitted and proposed development proposals in Yapton

Listed Buildings

There are a number of Listed Buildings in the village, focused mainly around the two Conservation Areas (Church Lane and Main Road/ Church Road).

Of particular relevance to the allocation site are;

- Bonham's Farmhouse and 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 / Hall Attached (Grade II) on the southern side of Yapton Lane; and
- The Old Canal Bridge on Footpath 157 (Grade II) at the end of The Pines (Road).

Conservation Areas

Whilst the character and appearance of both Conservation Areas are relevant to the overall character of the allocation site and its potential future development and design, it is the Main Road / Church Road area which is most relevant. 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.



View looking north from footpath to the rear of properties in Main Road and the Conservation Area with the former canal route in the foreground



View looking east along Main Road with the open field and Conservation Area left and Bonham's Barn (Grade II) right.



Bonham's Farmhouse (Grade II) to the north of the site within the Conservation Area set back behind a significant wall/ hedgerow.



View east along Main Road with properties in the Conservation Area with short gardens or directly addressing the street



View across the Conservation Area from Main Road looking east towards Laburnham Cottages (Grade II)



Recently refurbished cottages on the junction of Main Road and North End Road

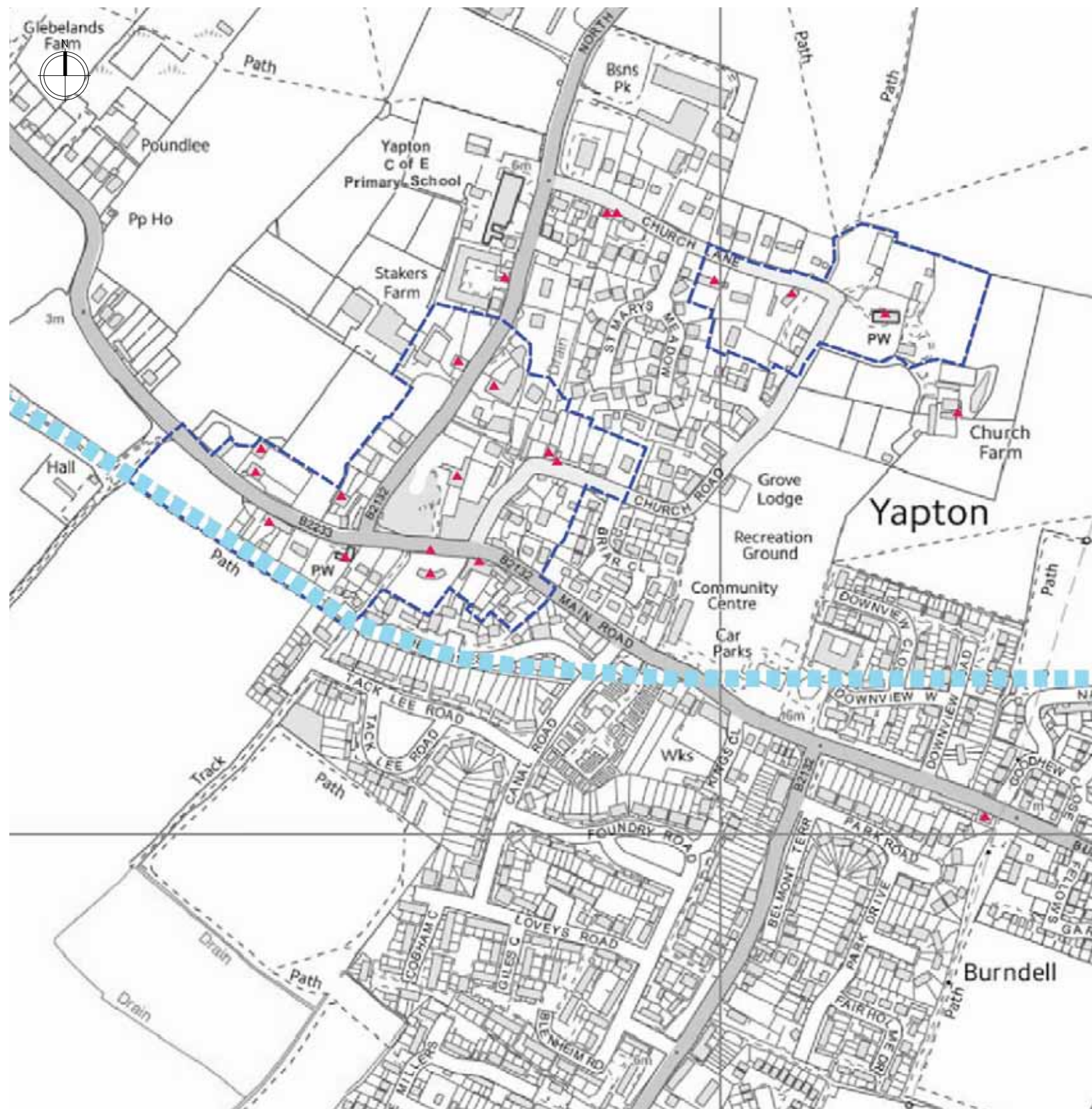


FIGURE 14. Conservation Area and Listed Buildings in Yapton



East and West Pound Cottages in the eastern part of the Conservation Area (Church Road)



View looking east along Church Road within the Conservation Area with buildings following the line of the street



Properties in Church Lane with limited privacy strips to the street

Character of development

The character of the surrounding area is predominantly influenced by mid to late twentieth century residential development in the majority of the village together with a mix of traditional properties. By drawing on some of the more historical parts of the village including development in both of the Conservation Areas, we can see there are a number of features which reflect historic character of the village and wider area in a sympathetic manner:

- Variety in the set back of buildings from the back of the footway with predominantly short to medium length front gardens. This is particularly a feature of housing in both Main Road and along Bilsham Road
- A variety of housing types including detached dwellings, pairs of semis and short terraces.
- Mainly two storey properties with some accommodation in roofs with dormer windows
- Vehicular access directly onto the street with private parking to the front and side of properties and garages.
- Predominantly pitched roofs with ridges running parallel to the street with some projecting gables
- A mix of boundary treatments including timber fencing, brick walls (some with flint inset) and hedgerows
- Simple pitched roofs with predominantly clay or slate roof tiles

Photographs 1-11 are taken in the vicinity of the allocation site and within the more historic parts of the village.

01	02	01. Attractive Victorian terrace of housing in Bilsham Road
03	04	02. Pair of 2.5 storey semi detached properties in Bilsham Road
05	06	03. Bilsham Stores with painted render and slate roof
		04. Terrace of traditional brick properties with stone surrounds and bays
		05. Late 20th century housing set back from the road an don plot parking
		06. Former Council housing in Tack Lee Road from the mid 20th century





- | | | |
|----|----|---|
| 07 | 08 | 07. Late 20th C. Housing in The Pines, along the route of the former canal |
| 09 | 10 | 08. Traditional properties set close to the street in Main Road |
| 11 | | 09. Recently restored properties in the centre of the village with pale render and clay tile roof |
| | | 10. Painted brick property in the centre of the village |
| | | 11. Attractive property in Church Lane with brick and flint front walls and mix of brick and tile hanging |

Appearance and materials

The photographs within this section show a number of the traditional characteristics of residential development in the local area including the following architectural elements.

Elevational treatments

- Red (predominantly Flemish and stretcher bonds)
- Light coloured painted brick or render
- Tile hanging at upper floors
- Timber boarding (painted and natural)

Roofing

- Predominantly clay or slate roof tiles
- Mainly plain fascia boards or open eaves
- Predominantly gable ends with ridge running parallel to the street
- Some dormer features, generally pitched
- Some projecting gable features

Window and door detailing

- Predominantly simple lintels and sills (stone or brick)
- Some surrounds (contrasting colour or material)
- Windows generally set back from the wall face in singles, pairs or threes

Chimneys

- Simple chimney stacks (exposed brick finish).

Doors and porches

- Limited projecting porches
- Recessed doorways with no porch

Boundary treatments

- Private gardens to the front of properties in the area – generally defined either by low walls, hedges, timber fencing or a combination of the above

03 POLICY EVALUATION

A summary evaluation of the relevant planning policy is set out in this section of the document. A separate planning statement has been prepared by Nexus Planning which sets out in more detail the current planning policy framework and other material considerations which should be taken into account when considering the proposals.

Development Plan

The development plan for Arun District currently comprises the following:

- i) the 'saved policies' of the adopted Arun District Local Plan (2003); and
- ii) the Yapton Neighbourhood Plan.

The application site is not allocated for development in the adopted Local Plan but this document is out of date on the basis that it:

- makes no provision for housing beyond 2011 and is time expired;
- predates the NPPF and does not seek to establish the objectively assessed housing need ("OAN") for the District;
- the built up area boundaries / areas of countryside upon which Policies GEN2 and GEN3 rely were drawn based on development needs as they were understood when the Local Plan was adopted in 2003 rather than the needs of today; and
- the agreed lack of a 5 year housing supply means that, having regard to paragraph 49 of the NPPF, policies for the supply of housing should be considered out of date.

Emerging Arun Local Plan 2011-2031

The application site forms part of strategic allocation 'Yapton SD7' as identified in the emerging Local Plan, and Policy H SP2c identifies the SD7 allocation to provide at least 400 homes. Following the Local Plan examination hearing sessions the Inspector published 'Interim Findings' (October 2017). Importantly, he raised no issues with the principle of the SD7 allocation. Furthermore he directed the Council, inter alia, to amend the policy to refer to the delivery of 'at least 500 homes'.

Yapton Neighbourhood Plan

The Yapton Neighbourhood Plan ("YNP") was made in October 2014. At the time that the YNP was drafted (and subsequently made), the emerging Local Plan advanced the position that housing need in the District was just 580dpa. Of this, Policy HSP1 proposed a minimum figure of 100 dwellings for Yapton. The YNP makes provision, in approximate terms, for this level of housing.

Policy BB1 specifically allows for development where it would relate to additional allocations for housing in accordance with Policy H1 of the YNP. Policy H1 confirms that the minimum housing requirement for Yapton in the period 2014- 2029 will be established through the emerging Arun Local Plan and that an additional buffer of 20% will be permitted to allow for flexibility / consumer choice. The policy therefore allows for additional housing if the emerging Local Plan requires it. In this situation the emerging Local Plan does require it – allocating the strategic Yapton SD7 site (of which the application site forms part). Accordingly, the application complies with these policies of the YNP (as agreed by the Council in its draft pre-application response).

National Planning Policy Framework (NPPF)

Other than the emerging Local Plan, the primary material consideration in the consideration of the Proposed Development is the NPPF. Paragraph 14 of the NPPF, the presumption in favour of sustainable development requires decision-makers, inter alia, to approve development proposals that accord with the development plan without delay.

Further more detailed information on planning policy matters can be found in the Planning Statement submitted in support of this planning application.



National Planning Policy Framework

FIGURE 15. Opportunities and Constraints Plan



KEY

- Allocation site boundary
- Existing development
- Existing trees
- Existing hedgerows
- Existing contour
- Floodzone 2
- Existing Public Right of Way
- Existing access point
- Conservation Area
- Listed Building
- National Cycle Route
- Bus Stop

04 EVALUATION AND RATIONALE

Design team

The aim of the applicant and design team is to create a proposal for the allocation and application sites which makes a positive contribution to the existing environment and in which future occupants are able to support and integrate into the existing community.

To assist with the delivery of these aims, the following team contributed to the preparation of the proposals for this planning application:

- Planning – Nexus Planning
- Urban Design and Architecture – Richards Urban Design Ltd.
- Transportation and access – Odyssey Markides
- Ecology – The Ecology Partnership
- Drainage – Odyssey Markides
- Landscape – FPCR Environment and Design Ltd
- Archaeology – Thames Valley Archaeology Services
- Arboriculture – PJC Consultancy
- Heritage – CgMS Heritage
- Education – EPDS Consultants
- Agricultural Land Classification – Acorus Rural Property Services

Developing a masterplan

To ensure a comprehensive approach to the development a masterplan was prepared for the allocation site. This was used as the basis for the engagement as described in section 05.

To achieve a successful masterplan the team have sought to undertake a process of evaluation as described below:

A Assessing and understanding the allocation site

Technical studies have been undertaken to support the analysis of the allocation site including a review of the ecology, the character of the area in built form and spaces, movement and access, hydrology and archaeology. Details of these are provided in Section 02 of this document and in separate reports submitted with the planning application.

B Being responsive to constraints and opportunities

To inform the design of the draft scheme a number of opportunities and constraints for the allocation site have been identified. These include the following:

- Retain the existing landscape features on the allocation site including all trees and hedgerows of merit with new planting and open spaces to provide a high quality green infrastructure
- Develop a logical block structure of development with outward facing housing blocks and a clear definition of

public and private spaces

- Create new landmark buildings / spaces to provide legibility within the allocation site and the enhance the sense of arrival on entering the allocation site
- Retain the character of development of the local area with built form and landscape which are appropriate density, scale and design
- Deliver new buildings and landscape of a high quality to enhance the character of the local area
- Create a permeable movement strategy within the allocation site making connections to existing rights of way and footways
- Provide car parking to meet the Council's parking standards to ensure that the parking does not spill outside of the allocation site onto the surrounding roads
- Enhance the ecological value of the allocation site by providing new native planting / open spaces
- Provide a SuDS strategy retaining the existing drainage features with potential for additional storage and swales as required
- Deliver affordable housing within the allocation site to meet local housing needs, in managed clusters

C Creating a vision

The vision and strategic objectives which we have outlined for the allocation site have been established from a balance of analysis, engagement and innovation. (Figures 16 and 17)

D Developing a design rationale

To respond to the opportunities and constraints and encompass the vision, a series of masterplan concepts were developed (Pages 28–31).

The concept was tested and refined to produce an indicative site layout plan. The design and access solutions for this are described in more detail in Section 6.

E Engaging

Throughout the evaluation and design process engagement took place with key stakeholders including Arun District Council, Yapton Parish Council and members of the local community. Further details of this process are set out in Section 05 of this document.



“

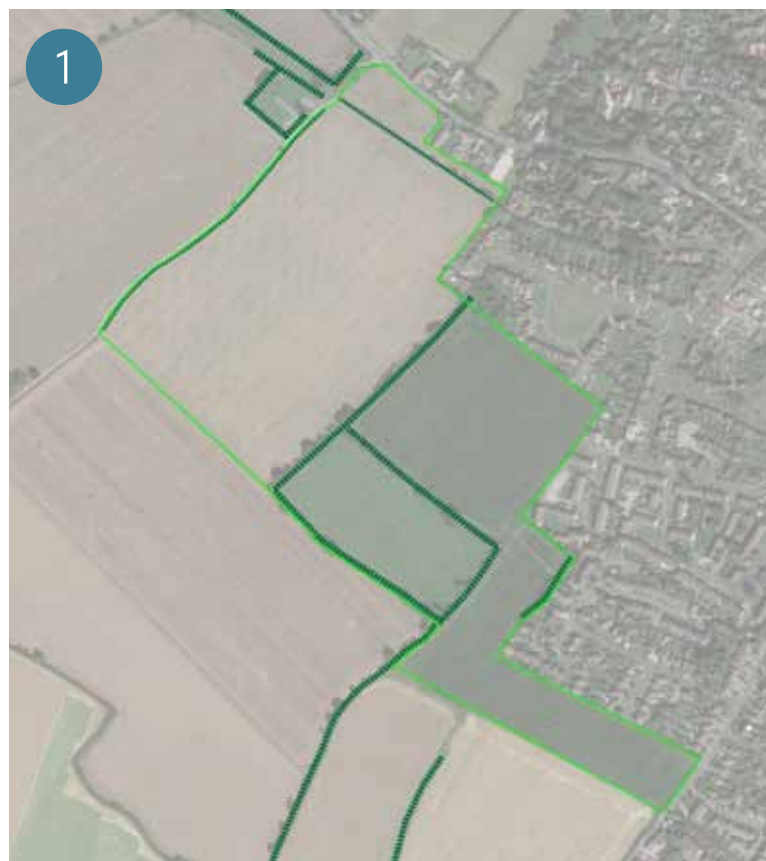
A new development with housing, public open space and landscaping which enhances the character Yapton Village and provides a range of well designed housing to support a range of local needs.

”

FIGURE 16. Vision for the allocation site



FIGURE 17. Vision for the allocation site



Existing site and vegetation

- Retain existing vegetation where possible to respect existing landscape character and field patterns
- Protect all existing trees and hedgerows of merit
- Replace low value quality trees and hedgerows with native planting



Existing field boundaries will be retained and protected

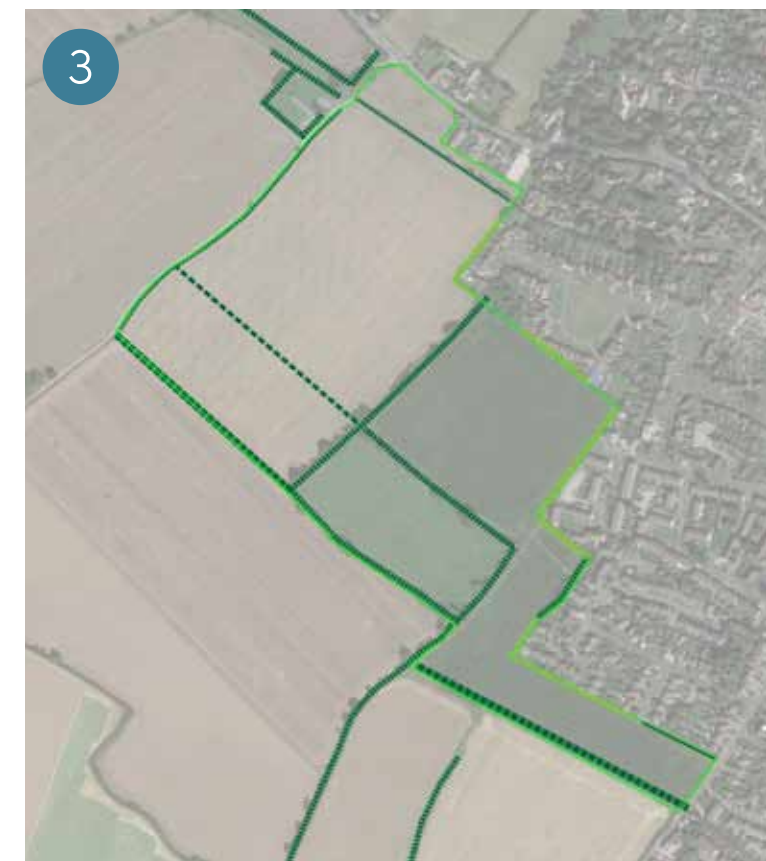


Creating additional structure

- Providing new planting to extend existing field boundaries in a way which helps contain and define the development, whilst retaining the character of the wider agricultural landscape with large open fields
- The new structural planting would take the form of hedgerows with tree planting in linear form



New structural planting will include hedgerows within individual tree planting to reinforce the landscape character of the area



Reinforcing residential amenity

- Retain all vegetation and boundary treatments to the rear of existing properties
- Where possible reinforce boundaries with additional planting and fencing to protect existing and future residential amenity



Additional landscape planting on the edges of the site will help to protect the amenity of existing housing which backs onto the site



Respecting the setting and alignment of public rights of way

- Retaining the existing public rights of way within the site along their existing alignment
- Respecting the setting of the footpaths by retaining them in landscaped corridors or within new public open spaces



The existing rights of way will be retained and their setting respected as part of the layout of the development



Providing new focal green spaces

- Retaining the existing public open space at the northern end of the site on Main Road within the Conservation Area with two new focal public open spaces, "greens" within the site
- Locating the new greens on the key access and pedestrian routes
- Potential for SuDS features within the green spaces
- Potential for the green spaces to form part of a wider network of green spaces and links to provide children's playspace, a recreational walking route or trim trail



Village greens can provide focal spaces within the scheme and be used for a range of activities

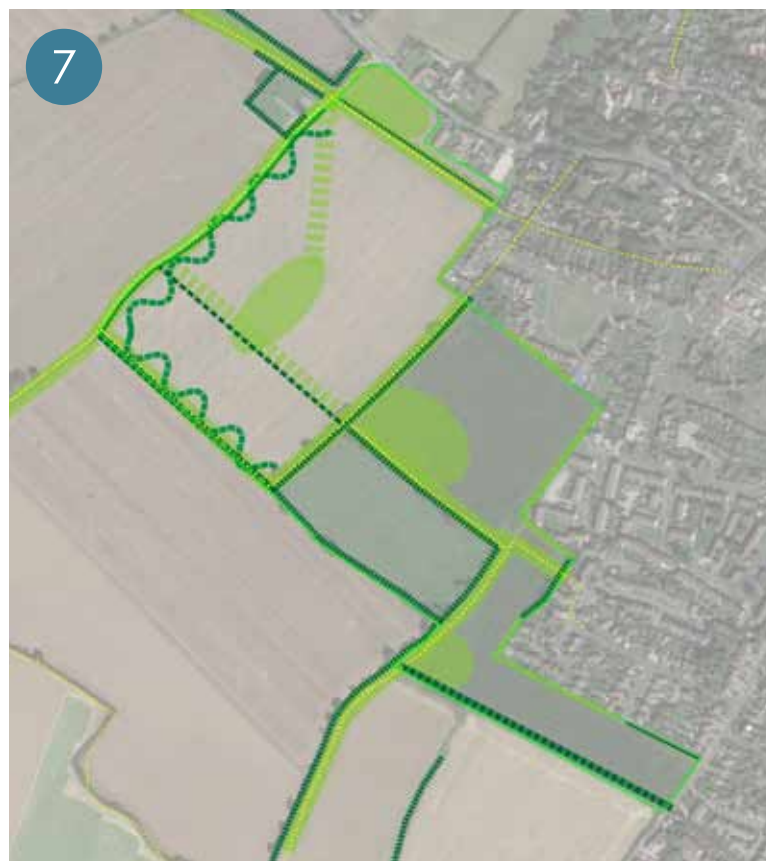


Connecting the green spaces

- Providing new green routes between the new spaces to create a series of legible landscape corridors / routes
- Using soft landscape planting to define the routes
- Creating new ecological corridors within the site
- The green corridors have the potential to accommodate SuDS features such as swales



Green links can be provided through the development for recreational use and to make connections to the wider countryside



Creating landscaped edges

- Providing landscaped edges to the areas of residential development on the north western and south western boundaries to assimilate into the landscape in longer distance views
- Creating an edge on the north western boundary which retains the setting of Drove Lane as a key pedestrian / cycle link between Bognor Regis and Yapton and defining the revised edge of the settlement
- The landscaped edges will have potential for inclusion of native trees, grass planting and shrubs for biodiversity benefits
- There may also be potential for wildflower planting at the northern end of the site to create ecological edges to the edges of the open space
- The landscaped edges will have potential for SuDS features to assist in surface water attenuation



Providing a primary street

- Providing a new main access route through the site for vehicles which will be designed to manage speeds at a maximum of 30mph
- The character of the main link will vary through the site (as indicated by the light brown dashes) to avoid a standard highway approach
- The changes in character are shown to be located adjacent to public open spaces or at nodal points which may allow for traffic calming including changes in surface treatment to reduce vehicle speeds and form part of the public realm



Photo of housing in North End Road with buildings set back but fronting onto the street



Providing secondary streets

- Creating a series of connected secondary streets which provide access to the residential parcels within the site
- Establishing a hierarchy of street types including:
 - Primary street
 - Residential streets
 - Green Lanes (shared surfaces)
 - Cycleways and pedestrian links
- Provision of emergency access connections to Main Road and Gladstone Road (brown dashed lines)



Photo of Church Street in Yapton showing an informal layout with buildings defining the street alignment



Taking cyclists through the allocation site

- Providing a new cycle route through the allocation site which could utilise a variety of both on road and dedicated cycle lanes
- Providing cycle facilities and signage within the site to encourage cycling



Cycle paths can be provided through the site as part of the road network and along quieter roads or routes



A range of appropriate densities

- Providing a range of densities within the site which is appropriate to its location, surrounding character and accessibility as follows:
 - Low density (30-33 dph) on the western edges of the site which allows for a greater degree of soft landscape planting alongside the built form. This together with the landscaped edge treatments will allow for filtered long distance views into the development rather than a harsh boundary. Buildings in this area would be a maximum of 2 storeys
 - Medium density (33-37 dph) development on the eastern and southern edges of the site adjacent to the existing built up area. Medium density in the area directly to the south of the Conservation Area and alignment of the former Portsmouth - Arundel Canal. This approach will provide a form of development in keeping with the surrounding area whilst allowing for soft landscaping to the edges of the site and areas which have a historical context. Buildings in this area would be predominantly 2 storeys with potential for some accommodation in the roof and some limited 3 storey buildings in key locations
 - Higher density (37-40 dph) development the centre of the site which is well located to the primary route and well contained in an existing urban context. Buildings in this area would be predominantly 2 storeys with potential for some accommodation in the roof and 3 storey buildings in key locations



Providing areas for children's play

- Providing two new Locally Equipped Areas of Play (LEAP)s within the development within 500m walk of the majority of the new housing.
- An existing area of play in Graham Road is within easy walking distance for properties at the south western end of the site
- The areas of play will be natural in form and utilise natural materials where possible



Natural children's play areas can be accommodated within the green spaces in the development



YOUR
COMMENTS
PLEASE

1 Access, Movement and...



05 ENGAGEMENT

Community Engagement

A community consultation event took place on Monday 25th September, from 1.30pm to 8.00pm, at Yapton and Ford Village Hall. The event was advertised in the Yapton News which was also made available on Parish Council website.

The event was run jointly by Gleeson Strategic Land Ltd and Landlink Estates.

A questionnaire was provided to collect feedback on the proposals.

In summary the key issues which were raised were:

- Traffic impact
- Need to provide facilities such as schools and doctors
- Impact of construction
- Car parking provision
- Mix and type of housing proposed



Photographs taken at the community engagement event

In response to the comments received at the exhibition the following changes were made to the masterplan:

- Incorporating apartments which are suitable for older and disabled people
- Revising the housing mix to allow for a higher proportion of smaller homes suitable for first time buyers and local people
- Increasing the amount of car parking above the minimum standards set out in the Sussex County Council guidance. For example we are providing 3 spaces minimum for 4 bedroom properties as opposed to the 2 required by the standards
- Incorporating visitor parking at 1 space per 5 dwellings to ensure that there is no impact on the surrounding road network for parking
- Ensuring that there is sufficient space between the rear of existing properties and the back of new properties to allow for soft landscape planting in addition to secure fencing

Further information on the community engagement can be found in the Statement of Community Involvement submitted in support of the planning application.