



LAND AT BILSHAM ROAD, YAPTON

Design and Access Statement

19th October 2018

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CONTENTS

01 INTRODUCTION Page 4

Purpose
Terms of reference
Yapton SD7
Land ownership
Comprehensive approach to SD7
Structure of document
Design Development

02 CONTEXTUAL APPRAISAL Page 10

Yapton Village
Facilities and services
Access and movement
Growth of the village
Cultural heritage
Density and Form

03 APPLICATION SITE ASSESSMENT Page 30

Description
Site access
Landscape
Ecology
Drainage

04 POLICY EVALUATION Page 40

Development Plan
Yapton Neighbourhood Plan

05 EVALUATION AND RATIONALE Page 44

Design team
Developing a masterplan

06 ENGAGEMENT Page 96

Community Engagement
Discussions with the Arun DC and Yapton Parish Council

07 DESIGN AND ACCESS Page 100

The application site
Amount
Use
Layout
Scale and massing
Density
Landscape and open space
Character and Appearance
Movement, access and parking
Drainage
Sustainability
Secured By Design
Building for Life

08 SUMMARY AND CONCLUSIONS Page 120

Design Development Response
Conclusions

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01 INTRODUCTION

Purpose

Terms of reference

Yapton SD7

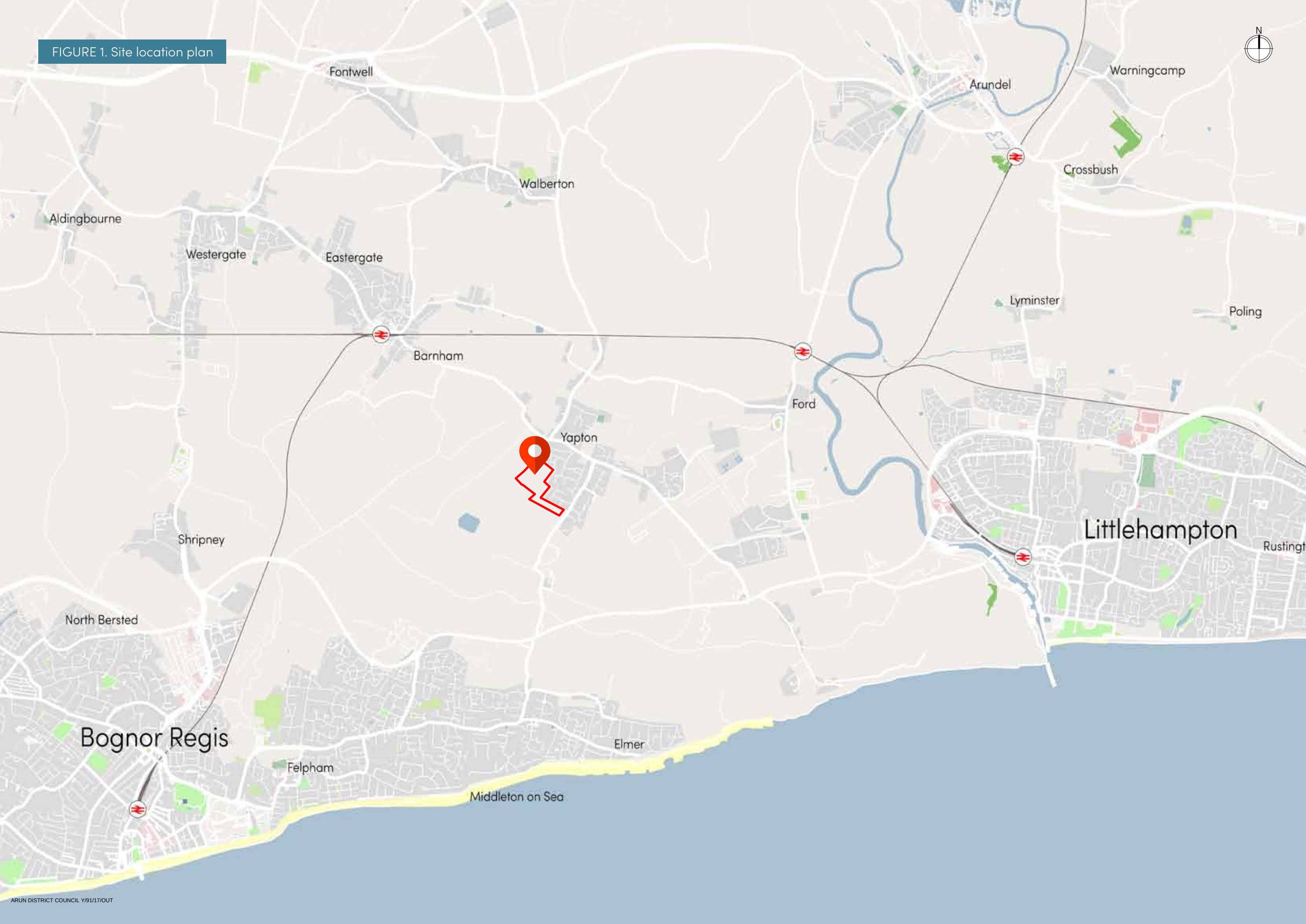
Land ownership

Comprehensive approach to SD7

Structure of document

Design Development

FIGURE 1. Site location plan



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.

This Design and Access Statement replaces the earlier version submitted in December 2017. The document has been updated to reflect the revised policy position following the adoption of the Local Plan on 18 July 2018. It also updates the masterplan in response to comments from external and internal consultees to the Council and the input of Yapton, Climping and Ford Advisory Panel.

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

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

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 allocated site

This relates to the area allocated for development in Policy SD7 of the 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. The outline application was validated in December 2017 under reference Y/91/17/OUT and is subject to negotiation with the Local Planning Authority.

YAPTON SD7

The application site forms part of the allocation “Yapton SD7”. Figure 2 shows the application site outlined in red and the allocation site, outlined in green.

Further information on the 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 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.

Landlink Estates on behalf of TLPS made an outline application for the northern part of the site and this was also validated in December 2017 the reference is Y/91/17/OUT. The two applicants have continued to work together on a comprehensive solution and the changes reflect the Council’s request to ensure the design solution works across both sites”.

Structure of the document

This statement sets out an assessment of the 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.

[Section 2](#) of the document provides a contextual assessment of Yapton Village, the parish and the wider area.

[Section 3](#) of the document provides an assessment of the planning application site

[Section 4](#) provides a summary of the relevant policy framework for the site. A separate supporting planning statement has been submitted as part of the application.

[Section 5](#) provides an evaluation of the site. This includes the key constraints and opportunities for the site and the vision together with key objectives which will help create its distinct character and appearance.

[Section 6](#) explains the process of engagement which has taken place and how the feedback has been incorporated into the scheme.

[Section 7](#) 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.

[Section 8](#) is a summary of the proposals and concludes the document.

Design Development

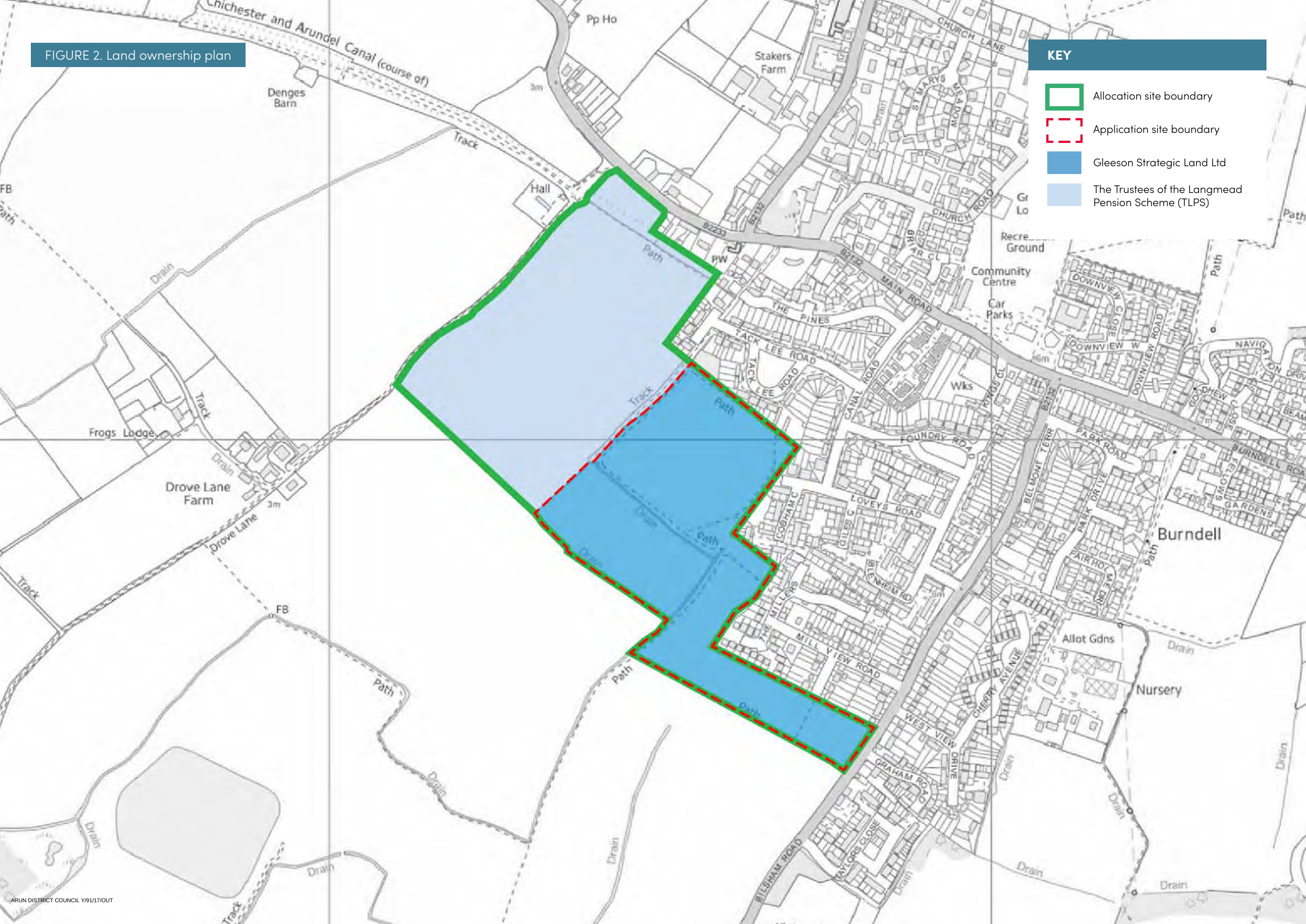
This Design and Access Statement replaces the earlier version submitted in December 2017. The document has been updated to reflect the revised policy position following the adoption of the Local Plan on 18 July 2018. It also updates the masterplan in response to comments from external and internal consultees to the Council and the input of Yapton, Climping and Ford Advisory Panel.

The Council expressed concerns that the original proposal had not gone far enough to demonstrate design quality and meet policy requirements. There were 9 particular issues that were raised as part of negotiations. These were as follows:

- How does the site connect with the village?
- What is the link road going to be like?
- What is the hierarchy/ structure of the roads?
- What is the Green Infrastructure Strategy?
- The development needs a focal point in the centre of the site
- How does the site relate to the Conservation Area?
- What are the character areas?
- The range of density needs to be broader.
- What are the contextual references for Yapton?

This revised design and access statement has addressed all these points.

FIGURE 2. Land ownership plan



02 CONTEXTUAL APPRAISAL

Yapton Village

Facilities and services

Access and movement

Growth of the village

Cultural heritage

Density and Character

This section of the document will provide a contextual analysis of Yapton as a whole. It will then focus on the specific issues which are relevant to the site.

The characteristics identified within this section will be relevant to the future design of the site and have been referred to in section 05 of this document.

Yapton Village

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 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.

Facilities and services

There are a number of local facilities within the village which are within walking distance from the centre of the site as follows:

King George V Recreation Ground which includes a large area of managed open space, a skate park, children's plays areas, gym equipment and picnic benches

Ford and Yapton Village hall adjacent to the recreation ground which provides a venue for the many and varied community groups that exist both in Yapton, but also in surrounding villages. The building contains the Janet Phillips Hall, with a kitchen, bar, stage and sound system – plus an additional smaller hall and also a club room ideal for smaller gatherings.

Medical facilities are provided at Meadowcroft Surgery, Bilsham Road and Yew Tree GP Surgery on North End Road

Retail facilities include Bilsham Stores, Bilsham Road and Co-Op Store, Main Road.

Education and childcare is provided at Yapton C of E Primary School, North End Road and Happy Days Play School, Main Road.



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

Access and Movement

Vehicular movement

Figure 3 shows the movement context for Yapton. It can be seen that there are primarily three types of classified roads in relation to the village. The roads can be defined as follows:

- Main Streets - B Roads (Secondary Roads) including Main Road, North End Road and Bilsham Road.
- Residential Streets - Roads generally more than 4m wide including Church Lane and Church Road
- Lanes - Other residential roads including roads such as Lovey's Road, Mill View Road and Canal Road

There are also a number of private drives which are not shown on this plan.

Further south is the A259 which links to Littlehampton to the east and Bognor and Chichester to the west.

Walking

The plan also shows the network of public rights of way throughout the village including a number which connect to the site.

Cycling

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.

In addition there is a new off road cycle route under construction which runs parallel to the A259 between Clymping and Felpham and a proposed new on road cycle route between Yapton and Barnham.

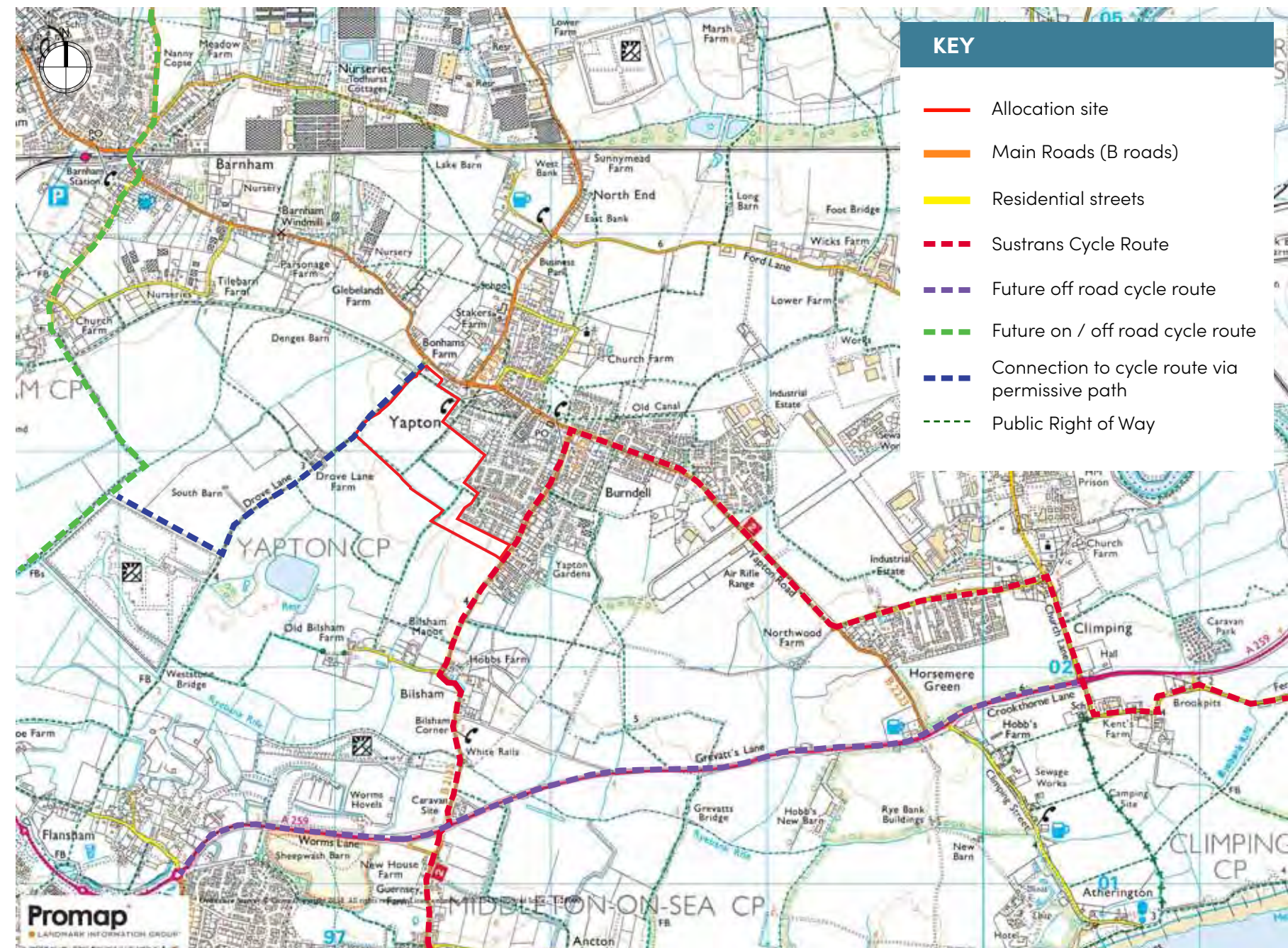


FIGURE 3. Movement within Yapton and the surrounding area

Main streets

The primary or main streets in the village are Main Road, Burndell Road and North End Road. Other main streets include Church Road / Church Lane.

The key elements of these streets are as follows:

- The provision of grassed or landscaped verges with varying width with footways either adjacent to the carriageway or set behind the verge.
- Some buildings set back into their plots with enclosure to the street provided by robust boundary treatments (North End, Main Road and Church Road / Lane)
- Some buildings at the back of footway or carriageway (Main Road and Church Road / Lane)
- Variety in street width and enclosure to the street. Not a continuous corridor of development but a route which opens up and narrows along its length (North End Road / Main Road)
- Enclosure to the street provided by a mix of low and high boundaries including buildings, tall brick / flint walls and hedges (Church Lane)



North End Road with footpath set behind wide grass verge



North End Road with high boundaries against the back of footway



Building in North End Road directly at back of footway



Properties in Main Road either set back or directly addressing the road



High brick and flint wall with planted verge in Church Lane



Boundary walls with footway set behind grass verges in Church Lane

Residential streets

The residential streets draw from elements of the character of a number of streets in the village including Church Lane, Bilsham Road, Navigation Drive, Canal Road.

- There is potential for verges with varying width (Church Lane, Bilsham Road, Canal Road, Navigation Drive)
- Some roads have footways on both sides of the road (Navigation Drive, Bilsham Road, Canal Road). Some roads have footways on one side only (parts of Main Road, Church Lane) and parts have no footways (Church Road, Drove Lane)
- Variety in the set back of buildings, predominantly shorter front gardens with potential for some set back into their plots
- Varying enclosure to the street generally achieved through the use of verges, variety in road width, boundary treatment and building position
- Mix of high and low boundaries with building overlooking the street to provide passive surveillance in all areas with the distinction between private and public realm areas clearly defined.
- Where flank / side walls face the street they include walls or hedges to private gardens.
- Some parking provided in dedicated bays alongside the carriageway
- Changes in road surface treatment to highlight junctions or changes in character (Navigation Drive only)



Church Lane with footway, narrow verge and brick wall



Bilsham Road with parking adjacent to carriageway and footways



Navigation Drive with change in road surface



Low walls at back of footway in Bilsham Road



Low wall and flint verge defining private realm strip at Church Lane



Narrow verges and footways in Gladstone next to the site

Lanes

The Lanes draw from elements of the character of a number of streets in the village including Church Lane and Church Road

- There is potential for narrow verges
- Footpaths will be narrower than in other streets and could be accommodated within the carriageway or distinguished by low kerbs (The Towpath off Navigation Drive)
- Footpaths will be provided on both or just one side of the Lanes
- Variety in the set back of buildings, predominantly shorter front gardens with potential for some set back into their plots
- Boundaries will be generally low with building overlooking the street to provide passive surveillance in all areas with the distinction between private and public realm areas clearly defined.
- Where flank / side walls face the street they could include walls or hedges to private gardens.
- There will be potential for on street visitor parking within the Lanes through the varying width of the street



Church Road with narrow verges and no identified footway



Buildings set back behind low walls in Church Road



Low walls and narrow verges in Church Road



Variety in width and enclosure in Church Street



Church Road with shared surfaces



Buildings set close to the street in Church Road

Drives

The drives draw from elements of the character of a number of streets in the village and wider parish including Yapton, Flansham and Bilsham

- The character of the drives could also be replicated in courtyards or private drives serving a small number of properties
- The drives will usually be shared surface areas with cars and pedestrians / cyclists sharing the space to encourage slow traffic speeds
- Buildings will generally be set back into their plots
- Low boundaries will generally be provided to allow for overlooking of the routes or spaces
- Drives will often be used on the edges of public open space or the edges of the site to allow for a softer, more landscaped approach to the public realm
- Stones or posts will often be used to demark the carriageway
- There will be potential for on street parking within the Drives through the varying width of the street



Lane on the edge of the built up area at The Towpath, Navigation Dr.



Quiet lane in Flansham with buildings and walls enclosing the lane



Gravel lane providing access to properties in Bilsham



Private drives serving properties in Bilsham



Carriageway marked by wide open verges and stones in Flansham



Private drive serving a small number of houses in Navigation Drive



FIGURE 4. Ordnance Survey Map (circa 1896)

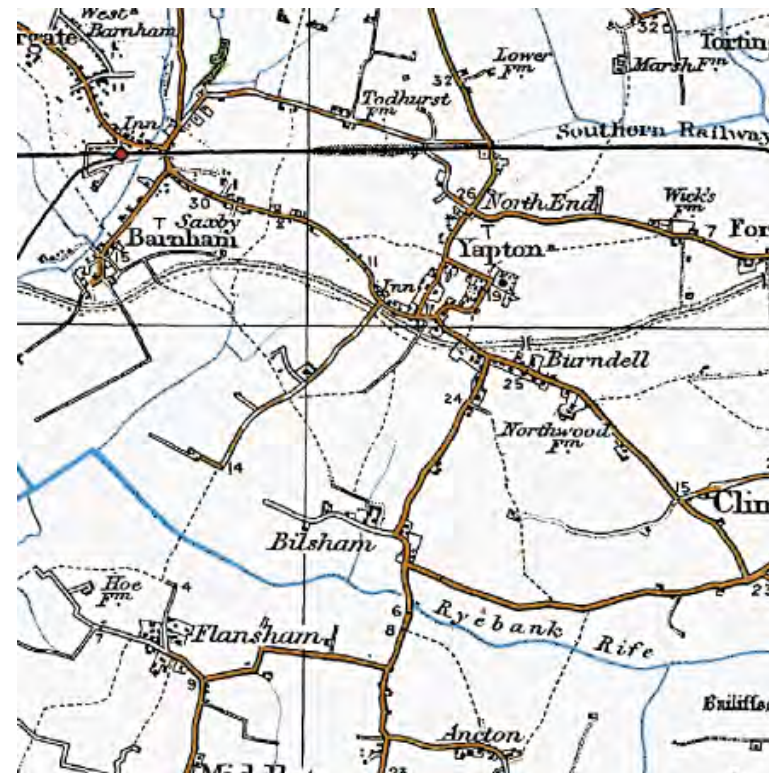


FIGURE 5. Ordnance Survey Map (circa 1919-20)

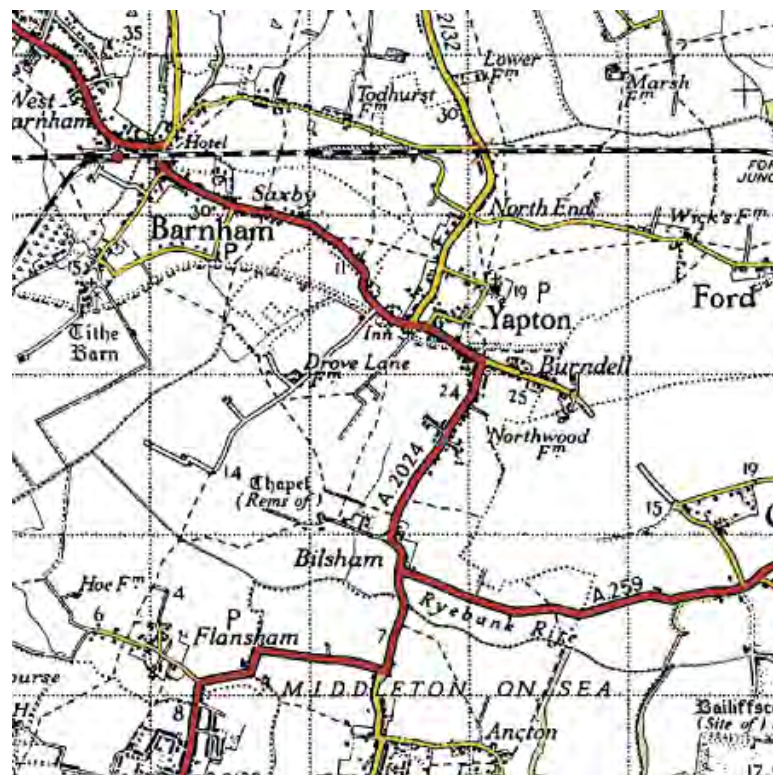


FIGURE 6. Ordnance Survey Map (circa 1940-45)



FIGURE 7. Ordnance Survey Map (circa 2014)

Growth of the village

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 shows 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 and permitted (See Figure 8) including the following:

- ① Planning permission for 38 dwellings on land adjacent to primary school
- ② Planning permission for 108 residential dwellings on land at Burndell Lane, south of Burndell Road
- ③ Planning permission for 56 dwellings on land at Bonhams Farm
- ④ Planning permission for up to 100 dwellings on land to the south of Ford Lane
- ⑤ Planning permission for 70 dwellings on land at Stakers Farm
- ⑥ Planning permission for 45 dwellings on land south of Burndell Road
- ⑦ Planning permission for 45 dwellings on land at Street Buildings, North End Road

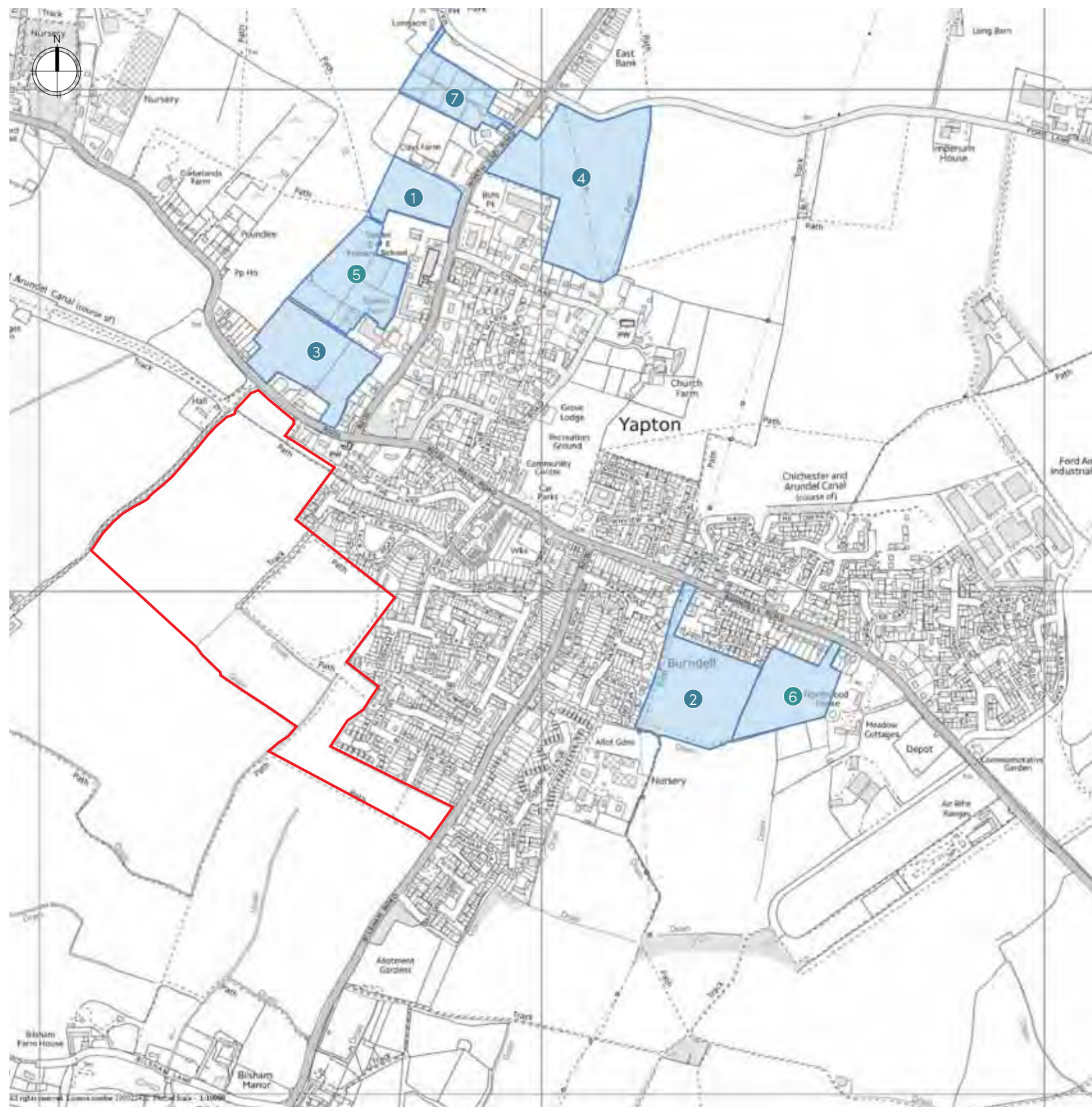


FIGURE 8. Permitted and proposed development proposals in Yapton

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 9). 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.



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 Laburnum Cottages (Grade II)



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

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.

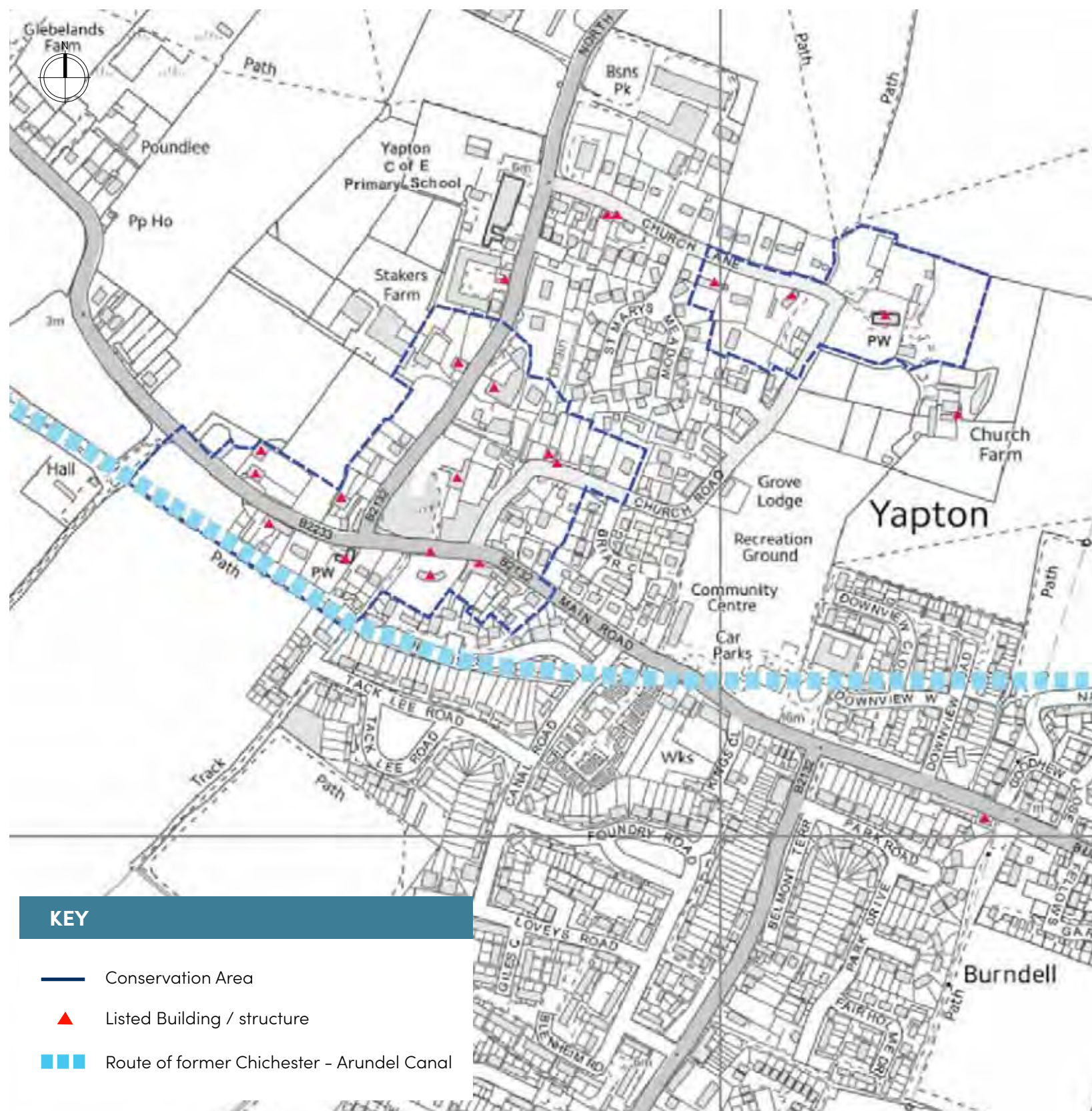


FIGURE 9. Conservation Area and Listed Buildings in Yapton



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

Density and character

Block structure

Figure 10 shows the block structure of the village. This block structure is based on difference in public and private realm areas.

There are a number of characteristics which can be seen as shown on the plan:

- a) Block depths which vary in shape and character but generally consistent in depth around 50m-70m between streets
- b) An overall pattern of connected main streets with cul-de-sac roads running into the blocks.
- c) In some cases the cul-de-sacs are connected with footpaths or drives
- d) Wider spaces found within the street incorporating verges or small areas of public open space



FIGURE 10. Plan showing the block structure of the village

Urban grain and density

The diagrams right are based on 1 hectare squares taken from the Ordnance survey base mapping.

The selected areas give a sample of the more historic elements of the village, Church Lane and Church Road, together with more recent developments at Cobham Close and Navigation Drive.

It can be seen that there is a clear difference between the historic grain which and the more recent developments, in particular Cobham Close.

The development at Navigation Drive appears to be more in keeping with the character of the village for a recent development with a variety in street alignment, building set backs and spaces between buildings. However it can be seen that the road alignment in the more historic parts is straighter with tighter corners rather than sinuous.

The density of each of the squares is as follows:

- Church Lane Area - Circa 22 dph
- Church Road Area - Circa 20 dph
- Navigation Drive Area - Circa 36 dph
- Cobham Close - Circa 40 dph



FIGURE 11. Urban Grain extract from Church Lane



FIGURE 13. Urban Grain extract from Navigation Drive

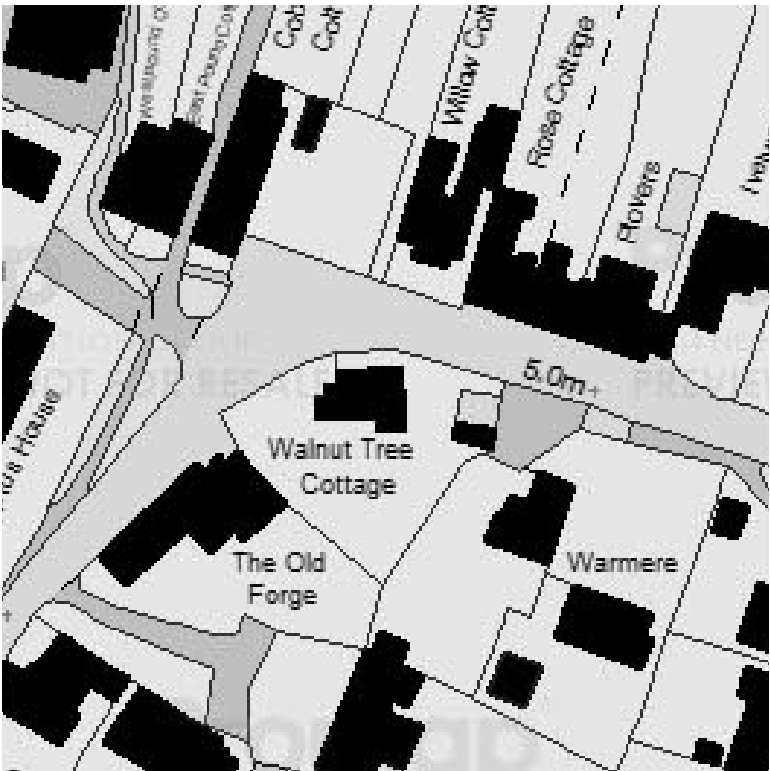


FIGURE 12. Urban Grain extract from Church Road

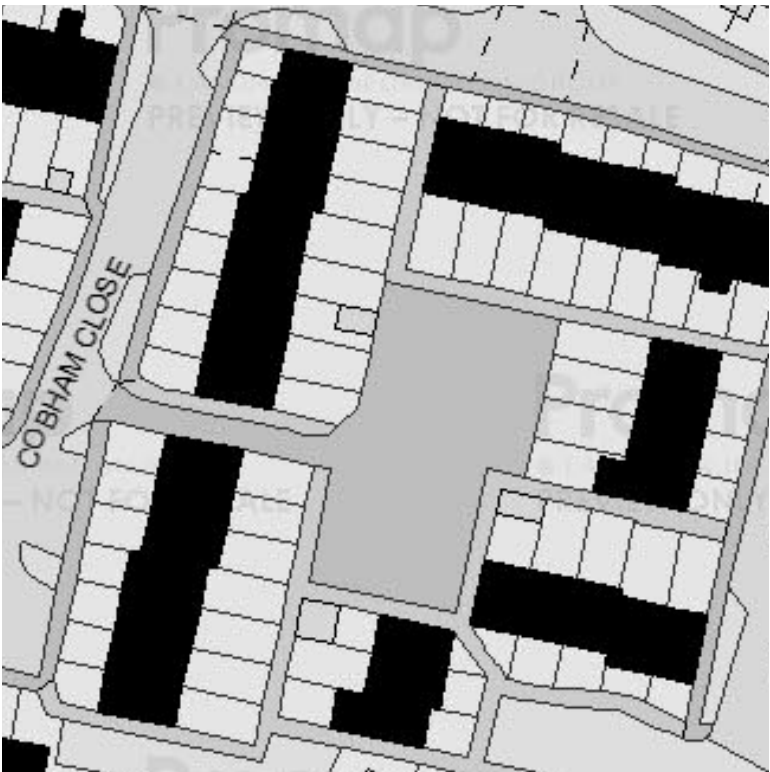


FIGURE 14. Urban Grain extract from Cobham Close

Plot layout

A key characteristic of Yapton is the variety in plot layouts. The set back of buildings from the footways is often different within the same street providing a varying sense of enclosure to the street.

Walls and other boundary treatments are used in some places to maintain a degree of consistency to the edge of the private realm.

The Figures 15-18 show the variety in plot types which include:

- Buildings set at the back of footway with no privacy strip
- Buildings with a narrow private strip to the front of the property, often with some planting or a change in surface material
- Buildings set back into the plot with small / medium front gardens
- Buildings set back into their plots with a private driveway



FIGURE 15. Development at back of footway



FIGURE 16. Housing with privacy strip to front of property



FIGURE 17. Housing with short front gardens



FIGURE 18. Housing set back in plots

Built form typologies

Double fronted houses

Double fronted houses have a central entrance with principal rooms either side of it and are found in a significant number of the older properties in Yapton. This design is a common theme in the village.

They are often similar to Two Bay houses in detail and provide larger detached units or are used to accommodate shallower plot depths or larger plots.

Their proportions are based on a simple rectangular block with a façade based on square proportion.

Chimneys are usually provided at the ends or end of the building or incorporated externally into the side elevation.

Roofs are usually pitched with the long axis parallel to the street with full hipped or gable ended

Two Bay Houses

Small two bay houses are the predominant typology in Yapton. The buildings are arranged with the entrance on one end of the building with a principal room on the other. They vary in architectural detail relative to their location and character.

Two bay houses do not generally lend themselves to detached properties and are generally found in terraces or pairs.

Their proportions are based on a simple rectangular block with a façade based on square proportion.

Chimneys are usually provided at the ends of the building or in the centre as shown above.

Roofs are usually pitched with the long axis parallel to the street with full hipped or gable ended.



Double fronted house in North End Road



Pair of Two Bay Semi detached houses in Church Road



Pair of double fronted houses in Main Road

Boundary treatments

The boundary treatments in the village comprise:

- Brick and flint walling
- Hedgerows
- Metal railed fencing
- Post and rail fencing
- Tall and low walls
- Mix of the above elements



Tall brick wall with flint inset panels in Church Lane



Flint wall in Church Road



Iron fencing on Main Road to edge of site



Timber gate with brick / flint wall in Conservation Area next to site



Combination of walls, railings and hedges in Main Road



Post and rail fencing with hedgerow in Church Lane

Roofs and chimneys

Roof types

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

Chimneys

- Predominantly simple chimney stacks (exposed brick or render finish).
- Potential for some limited detailing to stack



Fully hipped roof in Church Lane



Pitched dormer in roof of property in Bilsham Road



Plain clay roof with brick corbel detail and parapet gable end



Half hipped plain clay tiled roof at Bonhams Barn



Multiple chimneys breaking up continuous roof line in Bilsham Road



Gabled ended roof at Bonhams Farmhouse with no barge boards

Doors

Front doors in Yapton are generally painted to be predominantly black or white with some other primary colours as opposed to natural or stained wood.

The generally have white painted frames (not dark stained hard wood) and are recessed from the main elevation.

Entrances and porches

The front door with its surround, canopy or porch is one of the most prominent features of a house. As built the size, ornateness, style and design of a door and doorway should reflect the architecture of the building in which it sits.

Porches within the village are predominantly forward projecting and either open or enclosed.

Windows

The appearance of windows are generally determined by their siting, size, style and by the design of elements, for example, the sill, frame, transom, mullion, glazing bars and leaded lights.

The photos (right) show a variety in the design of windows found in Yapton including:

Casement windows which are pivot opening, side hinged or sealed shut apart from a top light. Traditional windows are often recessed but where these have been replaced they are often fitted flush to the external wall surface.

Sash Windows which are made of one or more movable panels, or “sashes”, that form a frame to hold panes of glass. The sash window is often found in Georgian and Victorian houses, Sash windows found in the village have a variety of arrangements with two or three panes across.

Within the village a mix of brick or stone coloured lintels have been be used. These include variation in brick colour or design may be appropriate for lintels and arches. Sills are generally designed to match the lintels or form part of the design of the window and are predominantly stone coloured or brick.



Property with enclosed projecting gable porch and casement windows



Casement windows with contrasting brick surrounds



Property in Church Road with open porch and sash windows.



Typical Georgian property in Main Road with sash windows



White painted window with brick header and surrounds



Open porch with trellis in Church Road

Elevational treatments

There is no comprehensive pattern of building materials found within the village and the special interest within the Conservation Areas is categorised by the variety of vernacular building materials and traditions. These include:

- Mellow red and yellow brick (predominantly Flemish and stretcher bonds) with contrasting mortar
- Light coloured painted brick or render / stucco
- Limited areas of timber boarding (painted and natural) and found mainly associated with converted agricultural buildings
- Flint dressing with brick detailing



White painted cottage in Church Lane



White painted stucco /smooth render in Church Road



Flint elevations with brick string course and detailing



Yellow brick with and red brick ornamentation in Main Road



Flint elevations with red brick detailing and dark painted timber boards on converted barn in Flansham



Red brick in Church Road

03 APPLICATION SITE ASSESSMENT

Description

Site access

Landscape

Ecology

Drainage

FIGURE 19. Aerial photograph of the application site in context

KEY

- SD7 Allocation boundary
- Application site boundary



Description of application site

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

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 19) 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.



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

Site 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 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

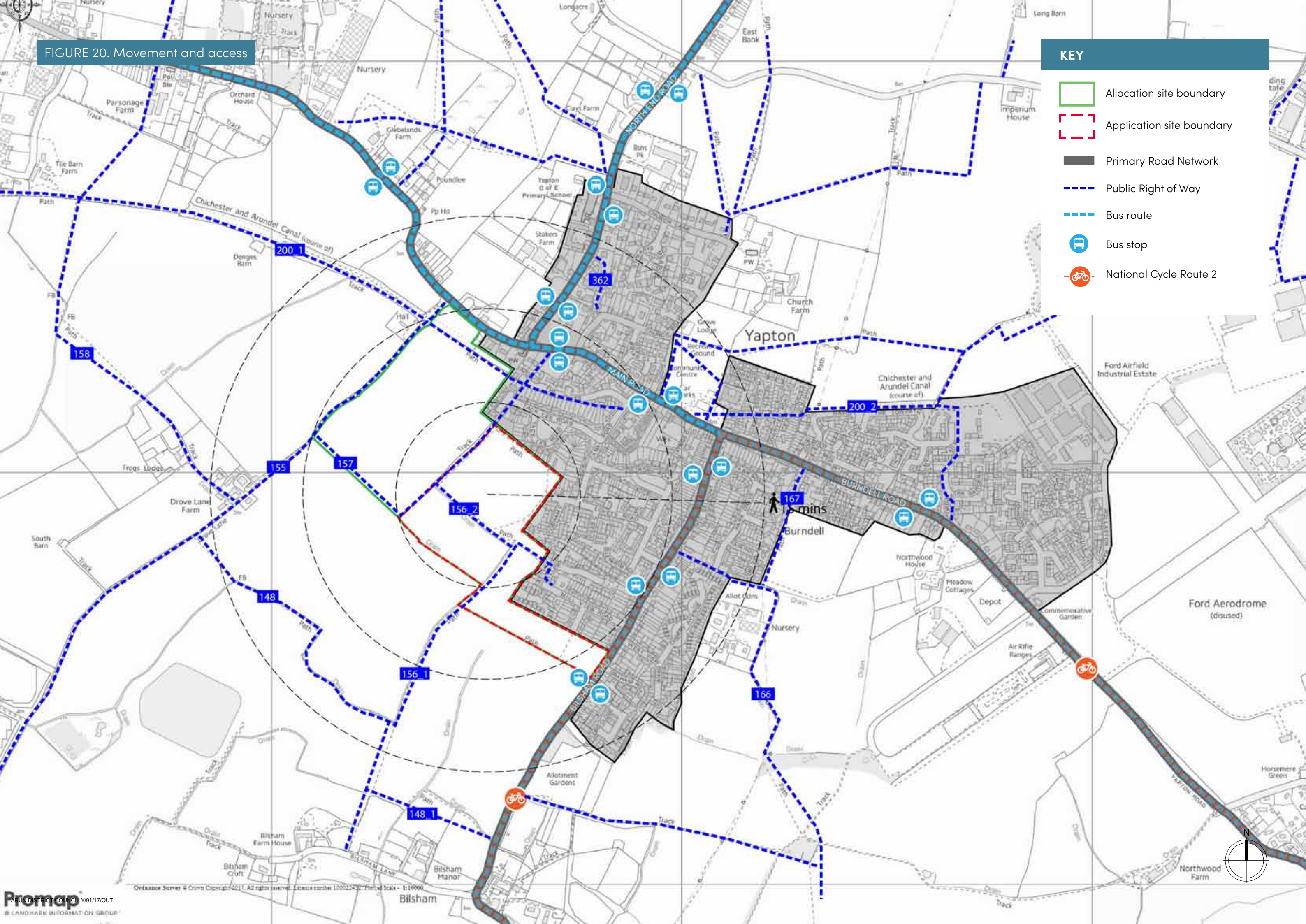


Drove Lane



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

FIGURE 20. Movement and access



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



Housing in The Millers on the north eastern boundary of the site set back behind existing landscape planting



Public footpath which runs along the northwestern edge of the site bisecting the allocation site

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 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 Flood zone 2 which is at medium risk from flooding associated with the Bilsham Ditch (See Figure 21.). The flood map has been further refined by detailed site-specific hydraulic modelling incorporating on site topographical surveys of both the Bilsham Ditch and surrounding areas. This flood map update has received approval by the Environment Agency.

The development proposals place residential development outside the design 1 in 100 year plus climate change floodplain. Flood risk is therefore not increased in areas upstream and downstream of the site.

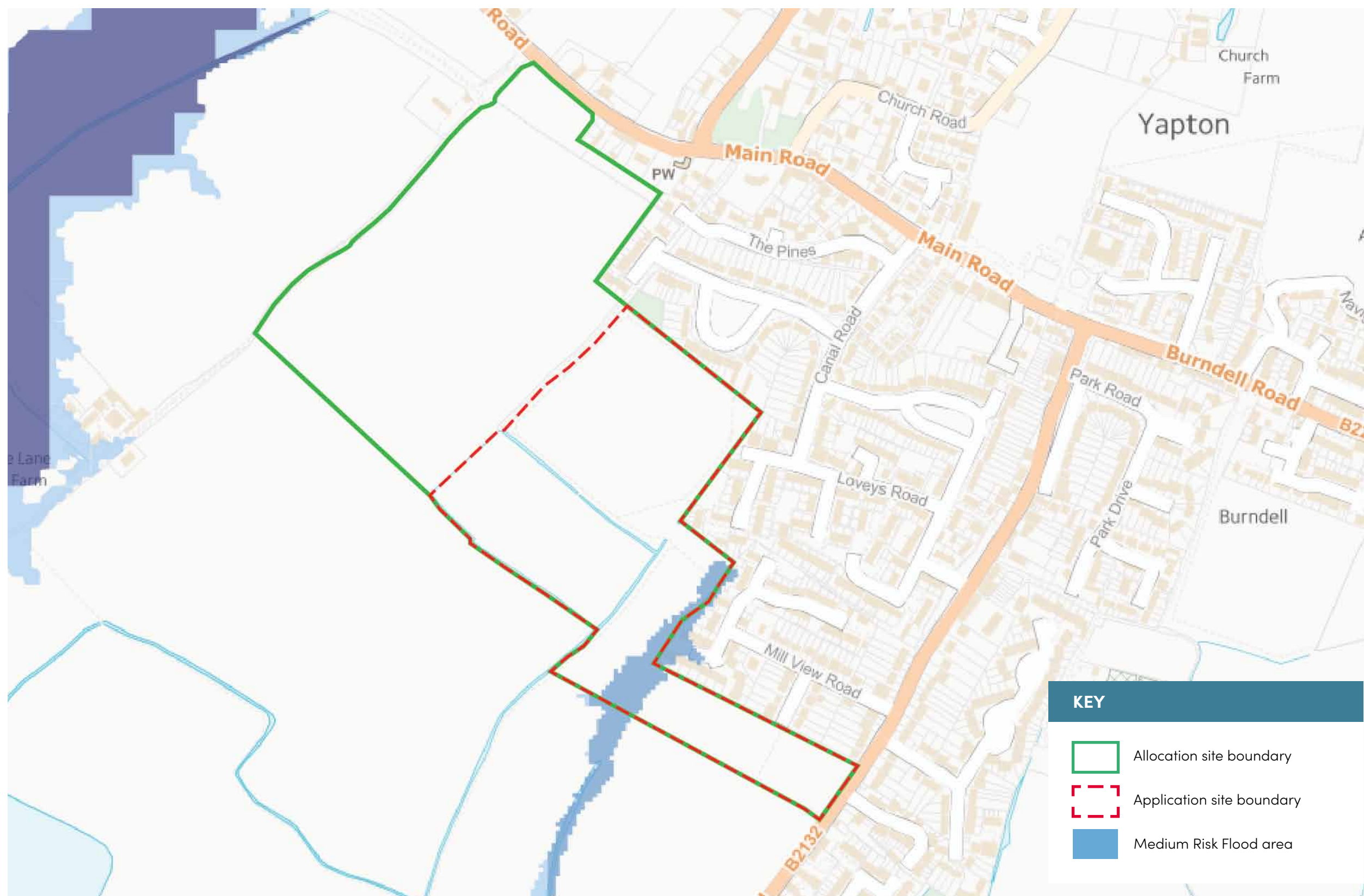


FIGURE 21. Plan showing Environment Agency Flood Risk map

04 POLICY EVALUATION

The Development Plan

Yapton Neighbourhood Plan

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.

The Development Plan

The relevant plan for the purposes of this application is the Arun Local Plan 2011- 2031. In addition to the site specific policy HPS2c SD7 there are policies considering design and site layout.

Policy DSP1 Design

All development proposals should be of good quality and demonstrate a high standard of design. Development proposals should have been derived from: a thorough site analysis and context appraisal; adherence to objectives informing sustainable design (inclusivity, adaptability, security, attractiveness and usability, health and wellbeing and climate change mitigation); and the influence these objectives have on the form of the development. All development proposals must reflect the efficient use of land, layout, landscape and its setting, density, mix, scale, massing, character materials, finish, architectural details and nearby habitats of the site and local area.

With large scale developments, in addition to a Design and Access Statement, a context appraisal, context plan and analysis of the site will also be required.

The plan also contains a detailed design policy dealing with aspects of form and design quality D DM1, much of this will be considered at the Reserved Matters stage of the application.

Policy D DM1

Aspects of form and design quality

When considering any application for development the Council will have regard to the following aspects:

1. Character

Make the best possible use of the available land by reflecting or improving upon the character of the site and the surrounding area, in terms of its scale, massing, aspect, siting, layout, density, building materials (colour, texture), landscaping, and design features.

2. Appearance/attractiveness

Demonstrate a high standard of architectural principles, use of building materials, craftsmanship and hard and soft landscaping to reflect the local area.

3. Impact

Have minimal impact to users and occupiers of nearby property and land. For example, avoiding the loss of sunlight/ over-shadowing, over-looking issues, loss of privacy, anti-social noise/disturbance or having an over-bearing presence.

4. Innovation

Raise standards of design by embracing innovative design, new technologies and construction techniques, where a development proposal has the potential to do so.

5. Adaptability

Acknowledge diversity and difference. Buildings and places should be flexible to future adaptation, including the changing needs of occupants (for example ageing users, family circumstances), changes in wider work and social trends, and be able to accommodate potential differing uses of public space.

6. Crime prevention

Provide security measures that make places feel safer. This shall be achieved through natural surveillance and human presence by locating buildings and play areas along public routes and spaces, and making a clear division between private and public land to foster a mutual protection through territorial belonging. With respect to crime prevention, regard shall be had in particular to the document ‘New Homes 2010 – Secured by Design’ and the ‘Safer Places – The Planning System and Crime Prevention.’

7. Trees and woodland

All new development will be expected to incorporate existing and new tree planting as an integral part of development proposals.

8. Solar gain

Within the constraints of the site and local context development proposals should, maximise sunlight and passive solar energy. Ideally development should be positioned (within a 15-20 degree margin) broadly south, with streets having an east-west pattern.

9. Public realm

Provide or enhance layouts, streets and public spaces so that they are attractive, socially inclusive, safe and secure, adaptable, with appropriate provision for planting, street furniture, and facilities for bicycle storage to create a place with attractive and successful outdoor areas.

10. Layout – movement

Utilise existing networks or improve access via delivery of a variety of integrated networks, to and from residential areas, commercial zones, open spaces, facilities and public transport. Development schemes should carefully consider walking and cycling as an integral part of the overall design concept.

11. Layout – legibility

Deliver or contribute to the ease of navigation within a new or existing development scheme through use of focal points (landmarks, gateways, vistas, corner buildings, active edges, existing topography), and/or a variety of detail within the public realm (sculpture, planting, street furniture, building materials, building detail, signage).

12. Public art

Public Art should be incorporated into schemes where there is capacity to do so. Public art can encompass a wide variety of elements to include art as part of the design of buildings and developments, landscape and planting, street furniture, signage and lighting in the public realm which is accessible to all. This can also result in physical, permanent artworks and sculptures

Policy HER DM5 Remnants of the Portsmouth and Arundel Canal

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.

The above specific policy to protect the historic Portsmouth to Arundel Canal has been considered in developing the design for the site. The cross section on page 69 shows how the line and form of the canal is preserved and development is set back to avoid harm to the setting of this undesignated heritage asset.

Policy HSP2

Strategic Site Allocations

Development proposals within the Strategic Site Allocations must be comprehensively planned and should have regard to a masterplan endorsed by the Council for the respective areas which incorporates high quality imaginative design giving a sense of place and a permeable layout.

The comprehensive development of the allocation will need to meet the following key requirements;

- integrate appropriately with surrounding communities through an appropriate design particularly where they adjoin by providing for public realm improvements, shared community uses, and connectivity of transport modes including walking, cycling and public transport,*
- ensure a clear and harmonious relationship between town and country including clearly defined boundaries, using physical features that are readily recognisable and likely to be permanent,*
- Protects, conserves or enhances the natural environment, landscapes and biodiversity, d. incorporate high quality, well connected green spaces, planting within main streets and biodiversity rich open spaces,*
- extend, enhance and reinforce strategic green infrastructure and publicly accessible open space,*
- new community hubs where required to be provided, shall be well located taking account of the permeable layout to all transport modes and shall as far as possible cluster retail, commercial and community uses,*
- where existing village centres are within or will serve the needs of strategic development sites their improvement as sustainable centres will be required, where community*

buildings are provided these shall be designed and provide for a range of uses such as healthcare, police, faith and community groups,

- integration of community hubs and local centres of an appropriate form and scale into the design and layout of development proposals where identified in the specific allocations policies in H SP2 a-c,*
- ensure walkable access to local community, recreational and shopping facilities, jobs and accessible transport,*
- address the off-site capacity requirements, that relate to that particular allocation, identified in the Arun Transport Assessment (2016 and update 2017 and taking into account subsequent relevant assessments) and the local highway network,*
- positively respond to sustainable water management taking particular account of the coastal plain topography which may require strategic surface water solutions,*
- maintain and enhance any important features, characteristics and assets of the local area;*
- provide for the required infrastructure, that relates to that particular allocation, in accordance with Policy INF SP1 and the Infrastructure Delivery Plan,*
- enable strategic District wide infrastructure to be delivered at strategic sites if the location is appropriate for the District,*
- consider inclusion of an area of the sites for Self-Build and Custom Build, and*
- consider the delivery of an area as a site for Gypsy and Traveller accommodation.*

Yapton Neighbourhood Plan

There are no specific design policies in the Yapton Neighbourhood plan in respect of new built development. The following policies guide broader issues and replicate the run Local Plan.

Policy E4: Minimising the environmental impact of development Development will be expected to retain well-established features of the landscape, including mature trees, species-rich hedgerows and ponds.

If there is significant loss of trees and shrubs as part of development, then new provision will be expected elsewhere on the site.

Policy E5: Retention and enhancement of biodiversity

In order to retain and encourage biodiversity, flood attenuation ponds should, where possible, be included in the design of development proposals and these should incorporate links and corridors for wildlife. If this is not possible, then other forms of Sustainable Urban Drainage Systems (SUDS) should be provided.

On smaller developments, domestic rainwater management systems may be included instead of SUDS or flood attenuation ponds.

Provision of such features shall be designed to have adequate safety arrangements in order to prevent risk of accidents to children.

Policy E8: Conservation Areas

Within the Church Lane and Main Road/Church Road conservation areas development proposals will be required to preserve or enhance the character of those areas. Development proposals and extensions and alterations to existing buildings and structures will be expected to:

- be suitably designed for the context within which they are set; and*
- ensure that the scale and massing of buildings relate sympathetically to the surrounding area; and*
- use traditional and vernacular building materials to respect the context of the development concerned.*

Policy E10: The Former Portsmouth and Arundel Canal

Proposals that would result in the loss of the remaining structures and/or visible features of the former Portsmouth and Arundel Canal will not be permitted.

Policy PK1: Parking standards for new residential development For all new residential developments, the following minimum standards shall apply for the provision of off-road parking:

- 1 bed house/flat = 1 off-road car parking space*
- 2 bed house/flat = 2 off-road car parking spaces*
- 3 bed house/flat = 2 off-road car parking spaces*
- 4 bed house/flat = 3 off-road car parking spaces*
- 5+ bed house/flat = 4 off-road car parking spaces*

05 EVALUATION AND RATIONALE

Design team

Developing a masterplan

1. A well connected place
2. A new Village Street
3. A hierarchy of streets
4. A high quality green infrastructure
5. A central focal point
6. Respecting the heritage assets
7. Character areas
8. A range of densities

SD7 Site masterplan

FIGURE 22. 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
- TPO tree

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
- Ecology – The Ecology Partnership
- Drainage – Odyssey
- Landscape – FPCR Environment and Design Ltd
- Archaeology – Thames Valley Archaeology Services
- Arboriculture – PJC Consultancy
- Education – Nexus Planning
- 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 06.

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 and 03 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 on Figure 22.

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. (Figure 23)

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

D Developing an overall design rationale for the allocation site

These are shown on the concept plan at Figure 23 and include the following core principles:

1. A well connected place which connects to existing facilities and services within the village with new roads, footpaths and cycleways
2. A new village street (residential spine road) which connects Bilsham Road to Main Road in a way which is in keeping with the character of the village and provides a safe route for both people and vehicles
3. Create a clear, permeable, hierarchy of streets and spaces. This will include a logical block structure of development with outward facing housing blocks and a clear definition of public and private spaces overlooking all existing and new pedestrian and cycle routes.
4. Provide a robust green infrastructure which retains the existing landscape features on the allocation site including all trees and hedgerows of merit with provides new high quality planting and open spaces.

5. Creating a new focal space at the heart of the development site which incorporates most of the existing landscape features, provides a place to meet and play for all ages.
6. Respond sensitively to the character and appearance of the Conservation Area and its setting through provision of open spaces and the location and individual character of built form in this part of the site.
7. Reinforce the character of the local area through the inclusion of new distinct character areas within the new development.
8. Create areas with distinct density ranges that respond to the village context and the proposed character areas
9. Ensure that the development reinforces the character of Yapton as a place.

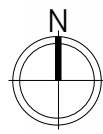
This section of the document will demonstrate how the design rationale can be achieved.

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.



Photograph taken at public exhibition event in the Parish Hall



KEY

- Existing vegetation
- Recreation ground
- Shops
- Medical facilities
- Education
- Existing roads
- New village street (residential spine road)
- Existing footpath / PRW
- New cycle / pedestrian links
- Frontages
- Key frontage
- Public open space
- Views out of the site
- Central focal space

FIGURE 23. Concept masterplan for the allocation site

1. A well connected place

Figure 24 shows the site in the context of the village.

The allocation site will be connected to the village and it's key facilities via series of existing and new links including the following key elements:

- Two new vehicular access connections to Main Road and Bilsham Road with a village street running through the site
- Existing Public Rights of Way and footpaths connecting outside of the site including links to Drove Lane, Main Road, Tack Lee Road and The Millers
- A permeable layout within the site including a series of new footpaths and pedestrian links
- A new public footpath link from Main Road to the primary school via the redevelopment of the Bonhams Farm site (Approved planning application for 56 houses) and facilitation of the link through Stakers Farm by Landlink
- Connections to the existing and proposed cycleways in Yapton including the Sustrans Route 2 along Bilsham Road and the future cycle link to Barnham via a connection to the existing permissive path along Drove Lane
- Potential for new uncontrolled pedestrian crossings on Main Road and Bilsham Road

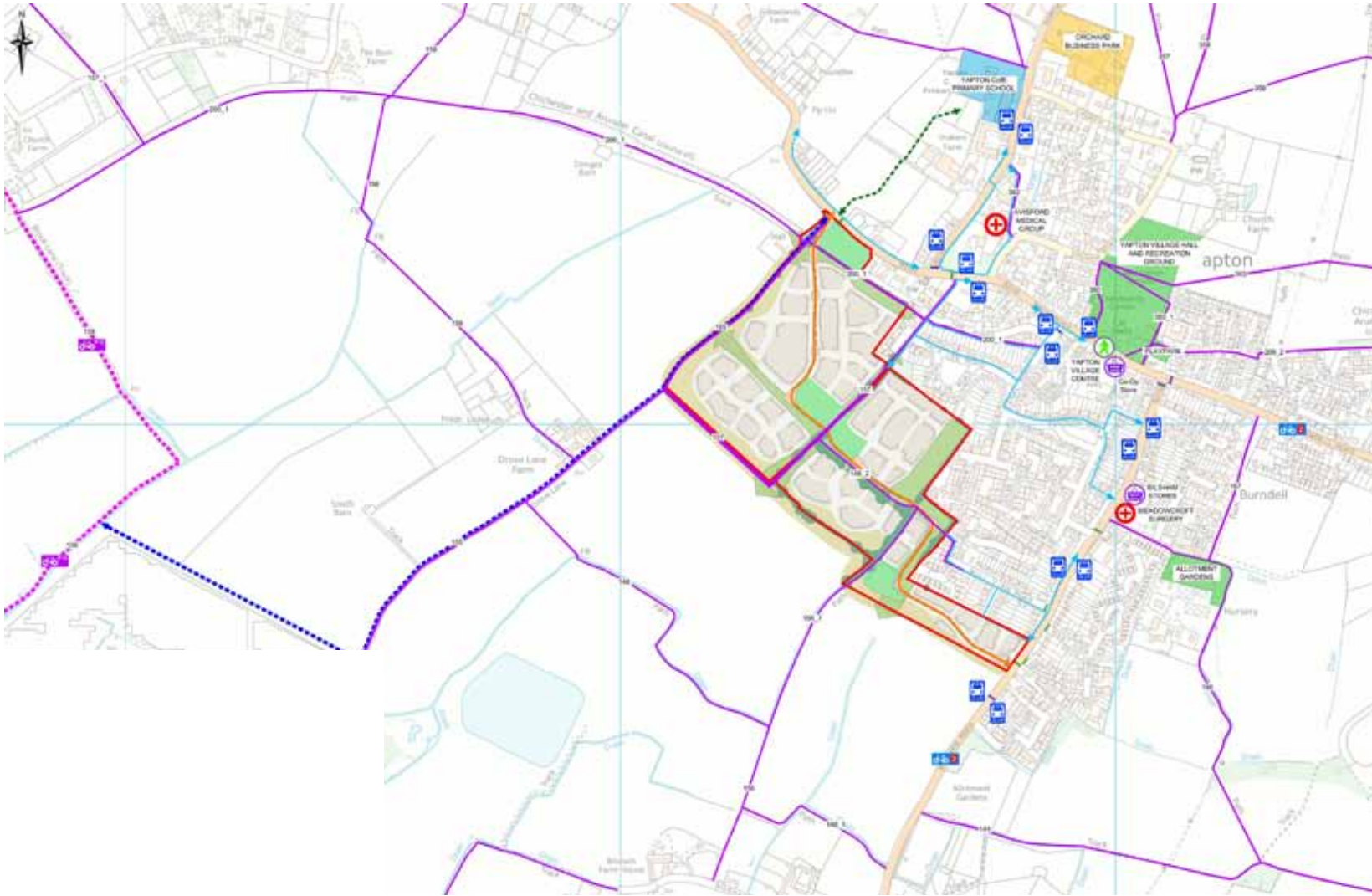


FIGURE 24. Plan showing existing facilities and linkages within the village in relation to the allocation site



2. A new Village Street

The illustrative masterplan shows the Village Street (residential spine road) which runs through the site providing the principal access to the development from Bilsham Road through to Yapton / Main Road.

The characteristics of the village street is based on the primary streets in the village including Main Road, North End Road and elements of the character found in Church Road. The characteristics of the village street (residential spine road) are described in Section 03 of this document and shown at Figures 26 and 27.

In summary the village street will have the following key features:

- Alignment with large horizontal deflections (similar to that highlighted on the plan at Church Road). This will be used to manage traffic speeds and provide a variety in views when moving along its route.
- A road width of minimum 5.5m with 2m footways on one side. The footway/ carriageways may be widened or narrowed in certain areas to allow for cycle lanes / paths
- A wide grassed verge of 6-10m along most of the length of the spine road
- Front gardens defined by walls, timber fences, hedgerows with some high walls used along flank elevations
- A limited amount of visitor car parking provided only in dedicated off street bays
- Changes in surface material along the route to signify changes in character such as open spaces, key junctions and areas for pedestrian priority
- Will have direct access to dwellings or via slip roads to maintain frontage development

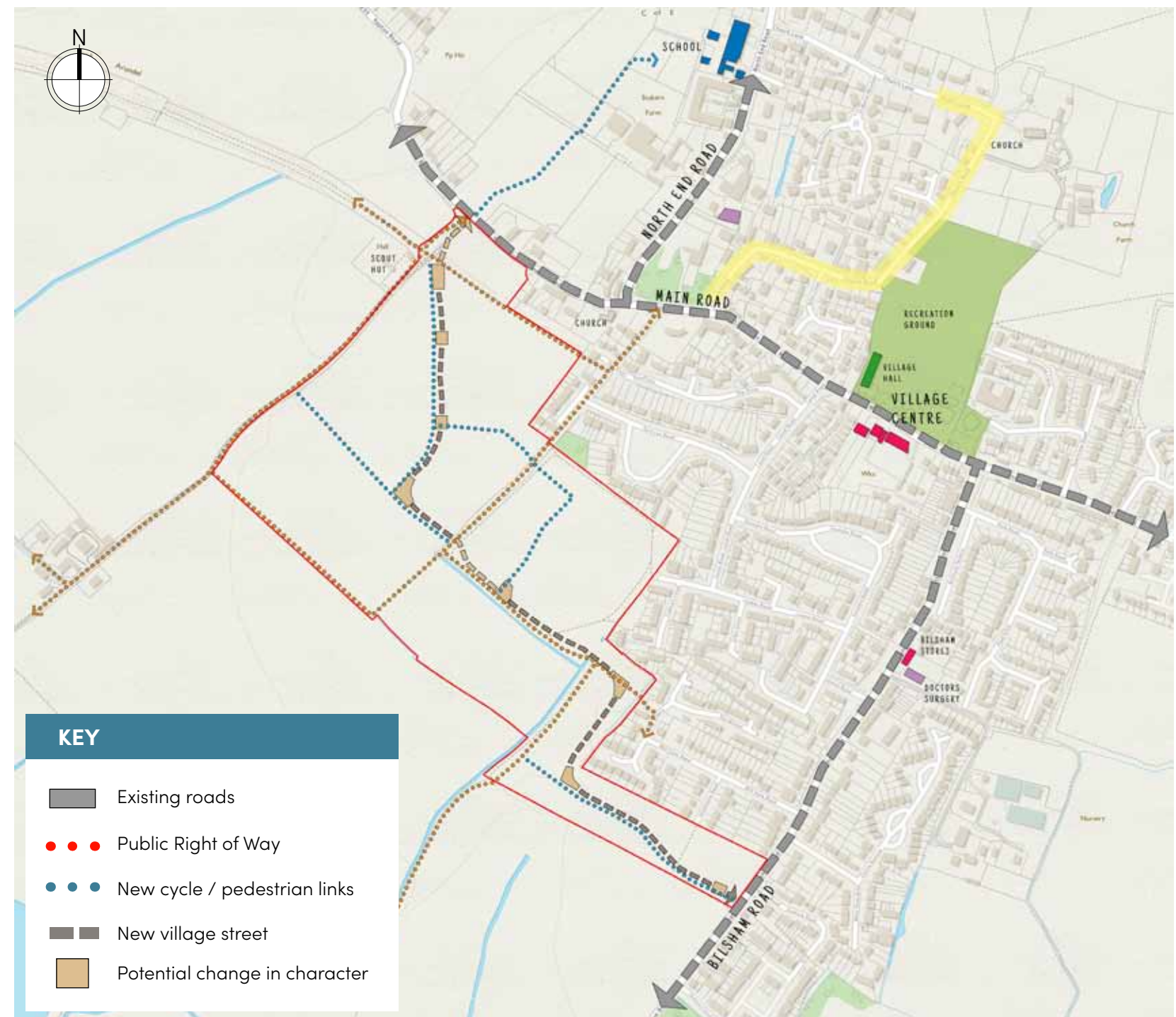


FIGURE 25. Plan showing the potential alignment of the new village street within the allocation site



Footpath set behind wide grass verge

Crossing point provided through change in surface material

Dedicated parking bay in line with carriageway



Buildings set back behind low walls

Wide verge areas

SuDS area with meadow planting

Open space defined by iron fencing



High brick and flint wall with planted verge



FIGURE 26. Plan illustrating how the principles of the village street character could be applied in the new development

3. A hierarchy of streets

The masterplan provides a hierarchy of streets and spaces which respond to the context of Yapton Village.

- Village Street (residential spine road)**

The illustrative masterplan shows the main residential spine road which run through the site. It draws on the character from roads within the village including Main Road, North End Road and Bilsham Road
- Residential streets**

The illustrative masterplan shows a number of residential streets which are accessed from the Village Street to serve the housing areas. They draw their character from roads within the village including Navigation Drive and Church Road.
- Lanes**

The illustrative masterplan shows a number of lanes which serve the housing areas. They draw their character from roads within the village including Church Lane and Towpath.
- Drives**

The illustrative masterplan shows a series of Drives which are found within the heart of residential enclaves and used to define the edges of the residential development area where housing addresses areas of public open space. Their character is drawn from the minor routes, private drives and lanes found in the village, Flansham and Bilsham.
- *

Key building locations

Within the development, potential locations have also been shown for key buildings which will assist in the legibility of the place and creating views and landmarks within the scheme.



FIGURE 27. Plan showing the street hierarchy within the allocation site

Street typology	Carriageway	Footways	Verges	Traffic calming	Visitor parking	Materials
Village Street (Residential spine road)	Varying width Minimum 5.5m	2 x 2m width	Varying width of verges between carriageway and footway provided on both or one side. The verge width will vary along its length but the majority will be 6-10m wide.	Changes in surface material of colour at key junctions / pedestrian crossing points	Alongside the carriageway in dedicated parking bays	Tarmac
Residential street	4.8m- 5m	2 x 2m width	No	Potential for strips of alternative material at crossing points / changes in street typologies	Alongside the carriageway in dedicated parking bays	Tarmac
Lane	4.8m	1 footway or no footways Minimum 1.2m width	No	Use of surface material to identify pedestrian priority	Alongside the carriageway in dedicated parking bays or in widened areas of carriageway	Block paving
Drive	Varying width Minimum 4.8m	Shared surfaces	No	Use of surface material to identify pedestrian priority	Provided in widened areas of carriageway	Paving / Gravel

FIGURE 28. Table showing design characteristics of streets

VILLAGE STREET (RESIDENTIAL SPINE ROAD) TYPOLOGY

The illustrative site layout plan shows the main residential spine road through the site which connects Bilsham Road to Main Road. This street is described as the "Village Street" and will be the primary route providing access to the secondary streets. The character of the residential streets can be defined by the following features:

- ① A varying road width of up to 6.5m with verges on one or both sides. Minimum 2m footways will be provided behind the verge or adjacent to the carriageway. Changes in surface material / colour will be used to slow traffic and indicate pedestrian priority
- ② Verges which vary in depth will be either open or landscaped but allow for inter visibility between the street and footway.
- ③ Buildings overlooking the street set back from the street with short / medium length front gardens
- ④ Built form in a variety of arrangements including detached and semi detached buildings.
- ⑤ Front gardens defined by vertical elements such as walls, fences or hedges.
- ⑥ Buildings up to 2.5 storeys in height with the potential for some buildings to incorporate accommodation in the roof
- ⑦ Car parking will be provided on plot with direct access to the street. Visitor parking will be provided only in dedicated bays outside of the carriageway



Image showing "Village street" typology (Naviagtion Drive, Yapton)

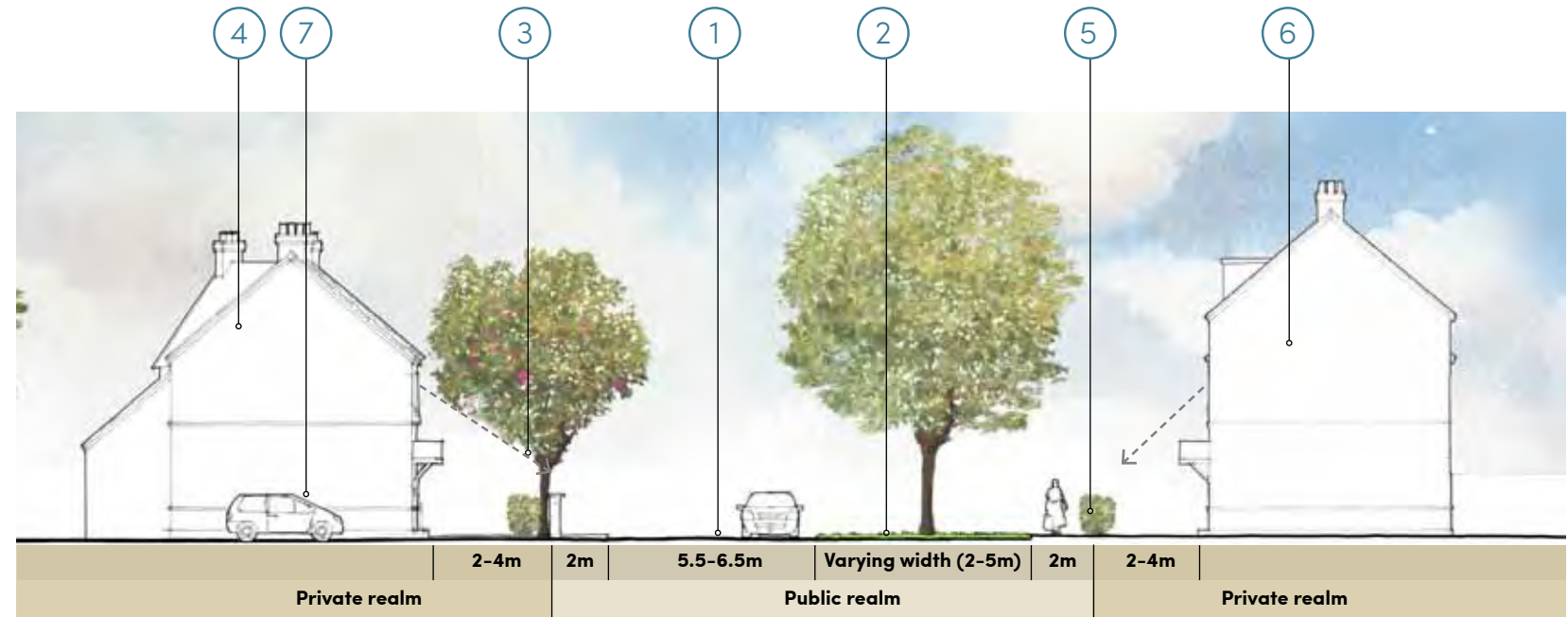


FIGURE 29. Typical section through the Village Street (Residential Spine Road)



FIGURE 30. Illustration showing the a typical layout of a Residential Street

RESIDENTIAL STREET TYPOLOGY

The illustrative site layout plan shows a number of residential streets which are accessed from the Village Street / Residential Spine Road to serve the majority of housing plots.

The character of the residential streets can be defined by the following features:

- ① A road width of 5.5m with 2m footways on either side
- ② Buildings overlooking the street set back from the street with medium to short length front gardens
- ③ Built form in a variety of arrangements including detached, semi detached and small terraces or groups of buildings.
- ④ Front gardens defined by walls, timber fences, hedgerows or open front garden
- ⑤ Buildings up to 2.5 storeys in height with the potential for some buildings to incorporate accommodation in the roof
- ⑥ Car parking will be provided on plot with direct access to the street or in defined bays within the street. Visitor parking may be provided within the street or in defined bays.



Image showing "Residential street" typology (Naviagtion Drive, Yapton)

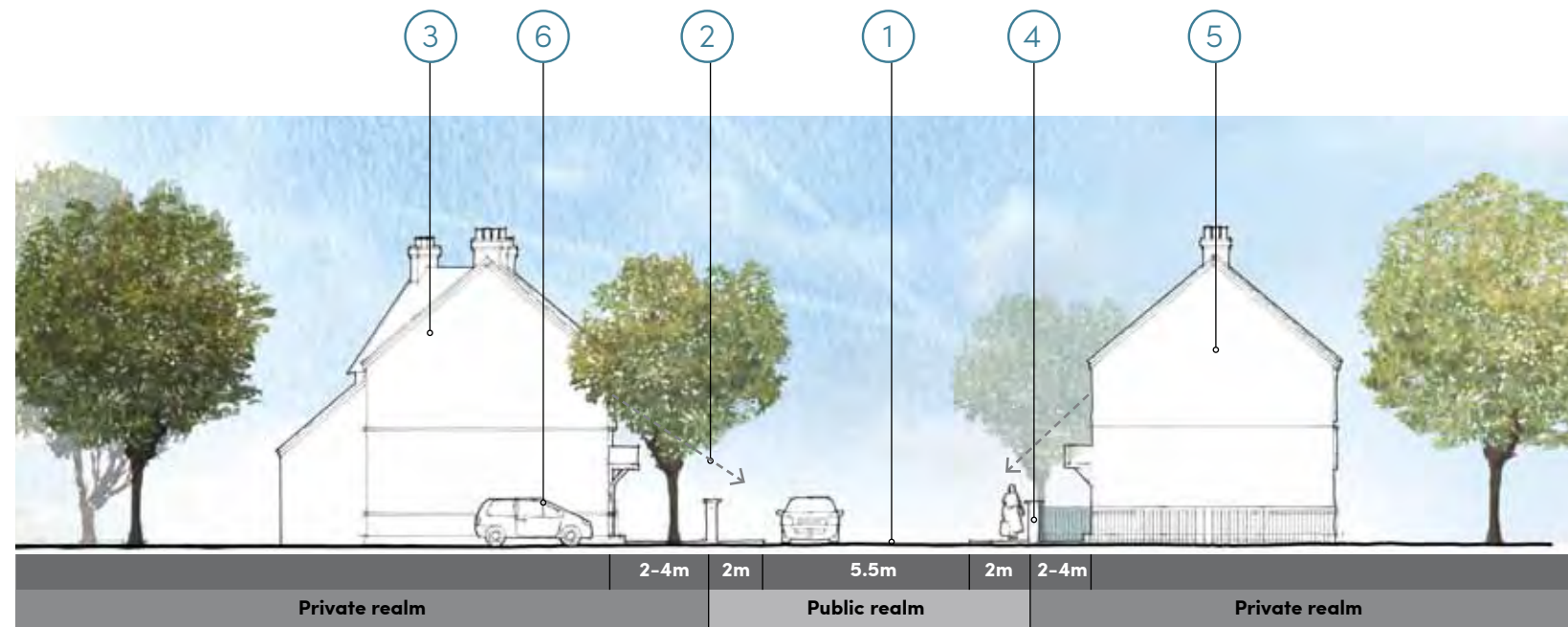


FIGURE 31. Typical section through the Residential Street

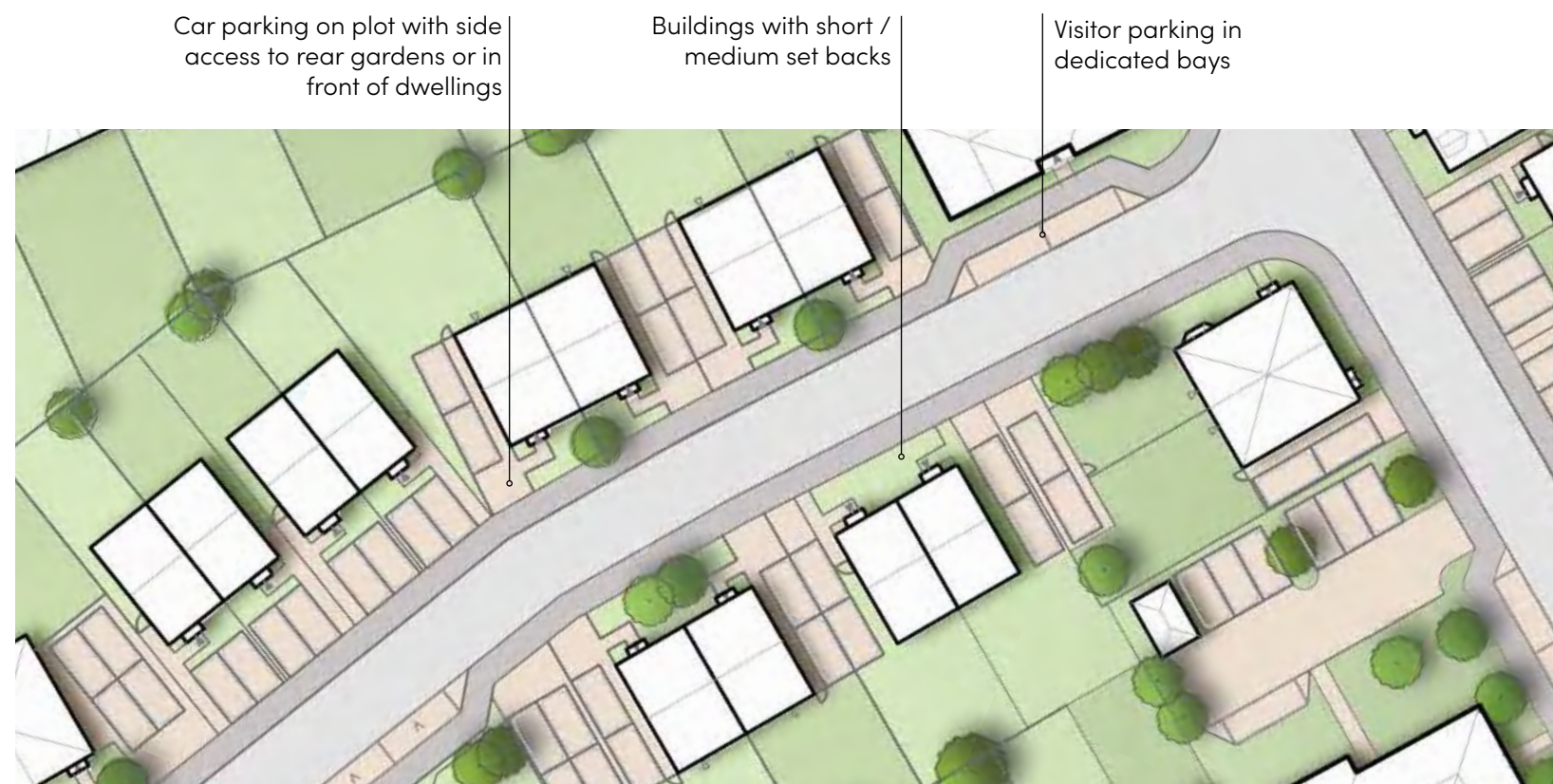


FIGURE 32. Illustration showing the a typical layout of a Residential Street

LANE TYPOLOGY

The illustrative site layout plan shows Lanes which are quieter routes and connect to the main residential streets and provide access to the Drives and edges of the site. The character of the Lanes can be defined by the following features:

- ① A road width of 4.8m with either a single footway or no footway. Footways are generally 1.2m-2m wide
- ② Buildings overlooking the street set back from the street with generally short front gardens
- ③ Built form in a variety of arrangements including detached, semi detached and small terraces or groups of buildings.
- ④ Front gardens defined by walls, timber fences, hedgerows
- ⑤ Buildings generally 2 storey in height
- ⑥ Car parking will be provided on plot with direct access to the street or in defined bays within the street. Visitor parking may be provided within the street or in defined bays.



Image showing "Lane" typology (Church Street, Yapton)

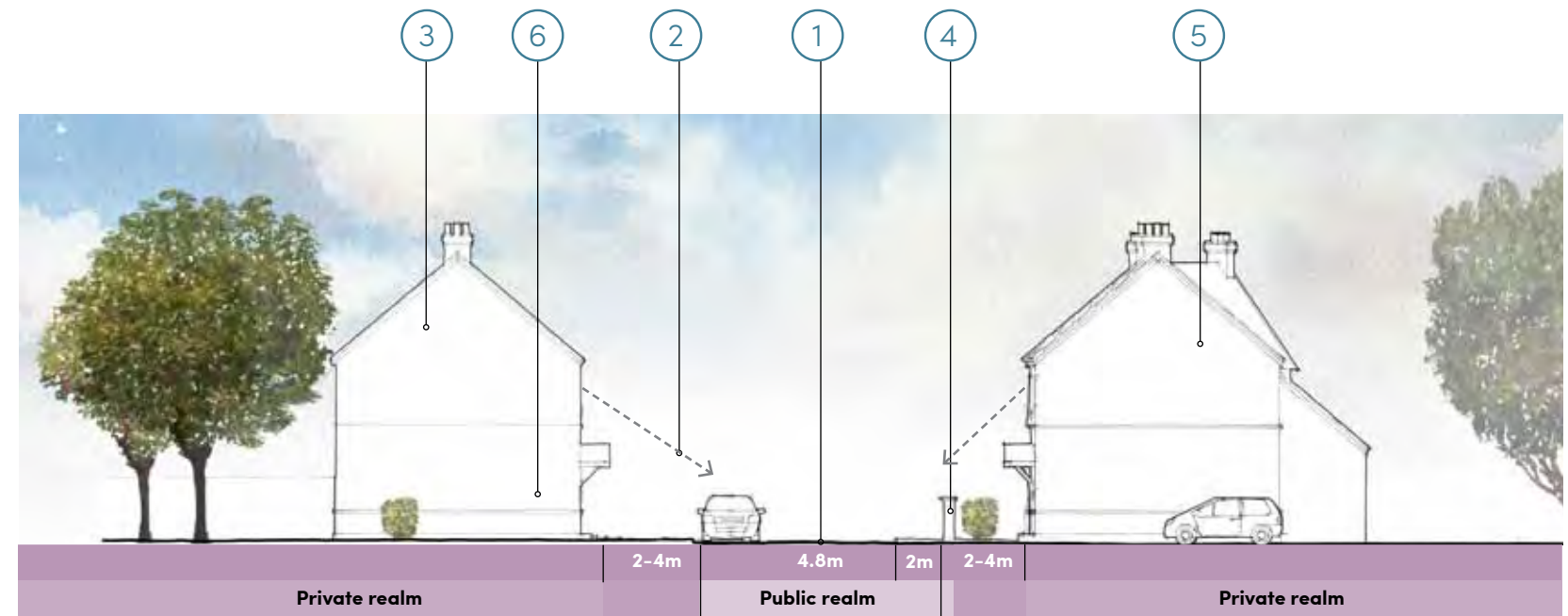


FIGURE 33. Typical section through the Residential Street



FIGURE 34. Illustration showing the a typical layout of a Residential Street

DRIVE TYPOLOGY

The illustrative site layout plan shows a number of drives used predominantly to access properties on the edges of the site or where they interface with areas of public open space.

The character of “The Drives” can be defined by the following features:

- ① A road width which varies providing a shared surface for vehicles, cyclists and pedestrians
- ② Buildings overlooking the street set back from the street with medium length front gardens
- ③ Built form predominantly in detached form with some clusters of houses
- ④ Front gardens defined by low walls, timber fences or hedgerows / shrub planting
- ⑤ Buildings a maximum of 2 storey in height
- ⑥ Car parking will be provided on plot with direct access to the shared surface. Visitor parking will be provided in identified bays parallel and within to the carriageway.



Image showing “Drive” typology (Bilsham Street, Yapton)

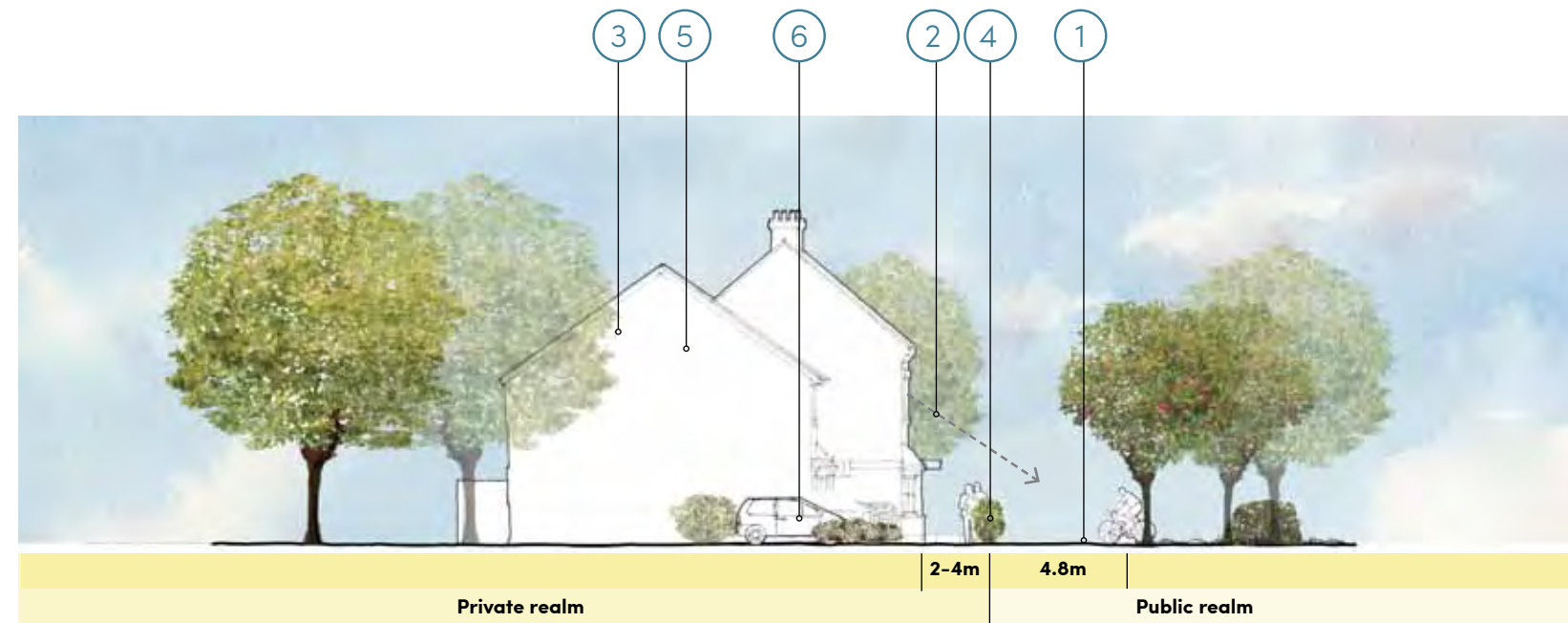


FIGURE 35. Typical section through a typical drive



FIGURE 36. Illustration showing the a typical layout of a Residential Street

4. A high quality green infrastructure

The proposals seek to assimilate built development within an exemplary Green Infrastructure Framework which will be characteristic and in keeping with the surrounding area of Yapton. As a result of this approach there will be numerous short term benefits as well as overall long term biodiversity, amenity and recreational ones.

The retention of significant parts of existing hedgerows and hedgerow trees located within the site will provide immediate short term benefits and provide a mature framework in which to locate the new development. The retention of these features will also maintain habitats that are currently present on site and better assimilate the development within the surrounding area.

Long term benefits as a result of new planting including street trees and native planting, will increase the habitats available on site and provide suitable conditions for nesting and foraging.

In addition to this, Green Infrastructure proposals will also include:

- Potential for Community allotments (if required);
- Green links which connect the existing urban edge to the countryside; and
- Public Open Spaces which include dry attenuation basins, formal and informal play areas and sports provision.

Public open space will provide larger areas within the development for relaxing, socialising and community engagement. Safety has been a key consideration across the site, houses have where possible, been orientated to overlook open spaces to improve surveillance and ensure residents feel safe within the site.

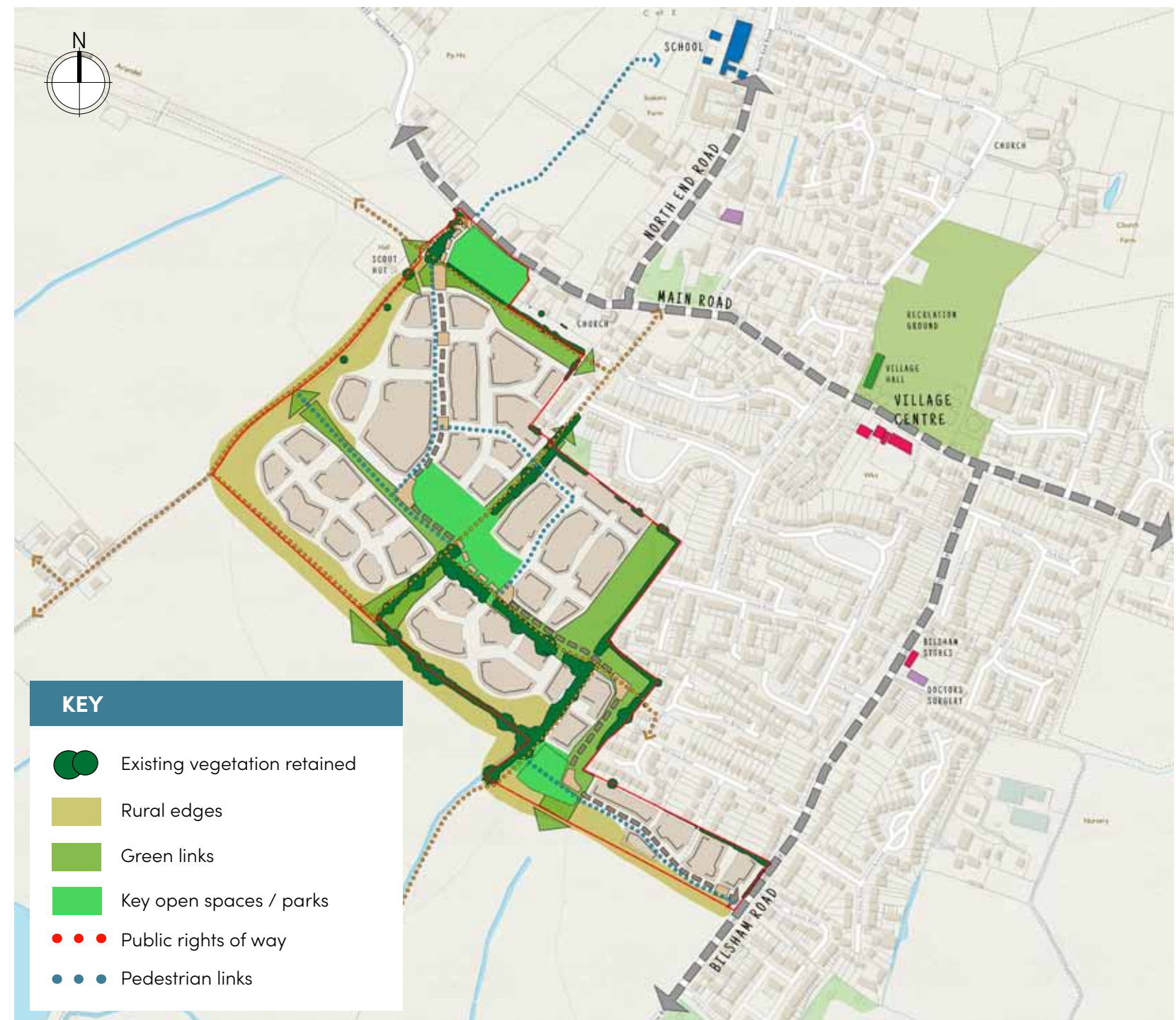


FIGURE 37. Plan showing the green infrastructure strategy for the allocation site

RURAL EDGES

The south western boundary of the site adjoins to the surrounding landscape, this boundary will be maintained as a rural edge with views out to the countryside. Key interventions will ensure that this is achieved, these include;

- Hedgerow & trees to filter views to housing from wider countryside
- Lower density of housing at these edges

Other features include;

- Areas for drainage attenuation
- Footpaths



FIGURE 38. Aerial perspective drawing showing what the "Rural Edges" of the site could look like



Image showing the typical character of the Rural Edge



Image showing the typical character of the Rural Edge

GREEN LINKS

The proposals seeks to connect the proposed open spaces across the development and to the surrounding countryside through green links. The main use of these spaces will be to provide routes through the site but areas will be enhanced by the following features:

- Retained existing vegetation
- New native tree planting

There are numerous benefits to providing green links on the site for both people and wildlife. These include;

- Provides continuation of habitats for wildlife
- Provides traffic-free routes across the site enabling users to move more freely
- Provides a level of screening
- Provides a pleasant outlook for new residents



FIGURE 39. Aerial perspective drawing showing what the “Green Links” within the site could look like



Image showing the typical character of the Green Links



Image showing the typical character of the Green Links

VISUAL CONNEXIONS WITH THE COUNTRYSIDE

The site has looked to maintain a relationship with the surrounding landscape. This will mainly be achieved visually through the retention of views out to the south west. Opportunities for views has been considered across the site and spaces have been provided for users to sit and enjoy the views. These spaces have also been linked to proposed routes in order to make them easily accessible. Areas have several landscape treatments in order to vary experiential qualities from amenity grass to specimen tree planting. The orientation and structure of the housing has also been developed to maintain and enhance views where possible, a block structure has been adopted to create vistas out to the south west.



Benches in area dedicated to provide connections to the wider countryside

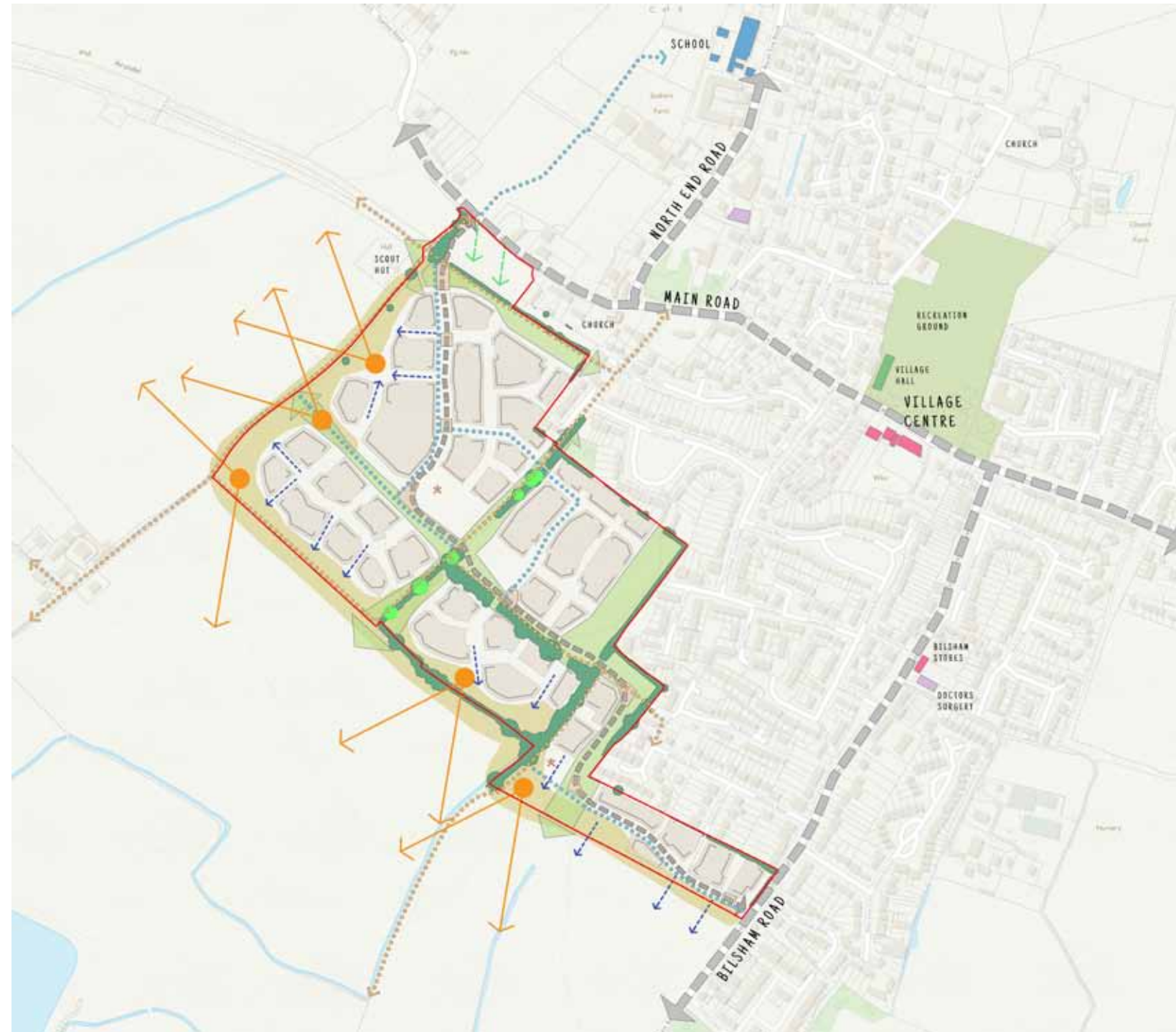


FIGURE 40. Plan showing views out from the allocation site from within the development and from key locations on the edges

INTEGRATED SUDS STRATEGY

As part of the Green Infrastructure design, a SUDS strategy has been developed. This has identified strategic locations within the areas of open space that will be designed primarily for the attenuation of water. Key interventions will include;

- A series of attenuation basins along the rural edge, with further basins against Cobham Close/Loveys Road edge. These will be dry (grassed), with shallow-sloping sides and will only contain water for approximately 48 hours after a flood event.
- A cellular storage tank beneath the recreation area will provide additional capacity if required.
- Permeable paving on private drives, parking areas and some minor roads.
- Linked soakaway features in rear gardens



FIGURE 41. Plan showing the SuDS features within the green infrastructure within the allocation site



Image showing the typical character of the SuDS features

5. A central focal point

Central to the site will be the development of a larger area of open space that will provide predominantly recreational use. The area will include both formal and informal areas for play and socialising. An equipped play area will be located within the park in addition to short cut amenity grass suitable for kick about and other sports. The area will also include boundary tree planting to provide a pleasant outlook from surrounding houses that will overlook the space.



FIGURE 42. Plan showing the three key spaces within the allocation site



Image showing the typical character of the Drove Park



Image showing the typical character of the Drove Park



Image showing the typical character of the Drove Park



FIGURE 43. Aerial perspective drawing showing how Drove Park could look

6. Respecting the heritage assets

The main Yapton Conservation Area covers an area adjacent to the north eastern edge of the site and also includes the field adjacent to Main Road which forms part of the allocation site. This is relevant only to the application on the adjoining site (ref: Y/92/17/OUT).

Also, the former route of the Chichester and Arundel Canal, together with the canal bridge (see above) survives and runs through the northern part of the site. In addition, there are a number of listed buildings in Main Road including Bonhams Farmhouse, Bonhams Barn and Canal Cottages. The character and appearance of the Conservation Area is described in detail at Section 02 of this document.

The masterplan has been designed to respond to the Conservation Area, its setting and the Listed Buildings in the locality as follows:

1. Protection of views from within the Conservation Area to the development. Figure 45 shows the proposed view from Main Road. They show how development will be partially screened by the existing mature hedge and only the upper floors / roof line will be seen from Main Road.
2. Development has been off set from the route of the former Chichester and Arun Canal setting development back into the site, further reduce the potential impact of the development on the heritage assets and Conservation Area.
3. A distinct character area has been proposed on the northern edges of the site where the development adjoins the Conservation Area. The details of the proposed character area are set out later in this section of the document.
4. The density of development has been reduced in this part of the site to reduce the impact of development.

Figure 45 is an illustrative view from Main Road showing how the development would set in relation to the existing buildings and open space. To preserve the setting of the Conservation Area, a gap has been provided between the existing hedge (which marks the edge of the Conservation Area) and any new development. This is illustrated on the indicative cross section at Figure 46 which show the relationship between the proposed development and heritage assets close to the site in Main Road and the former alignment of the former Chichester and Arundel Canal.

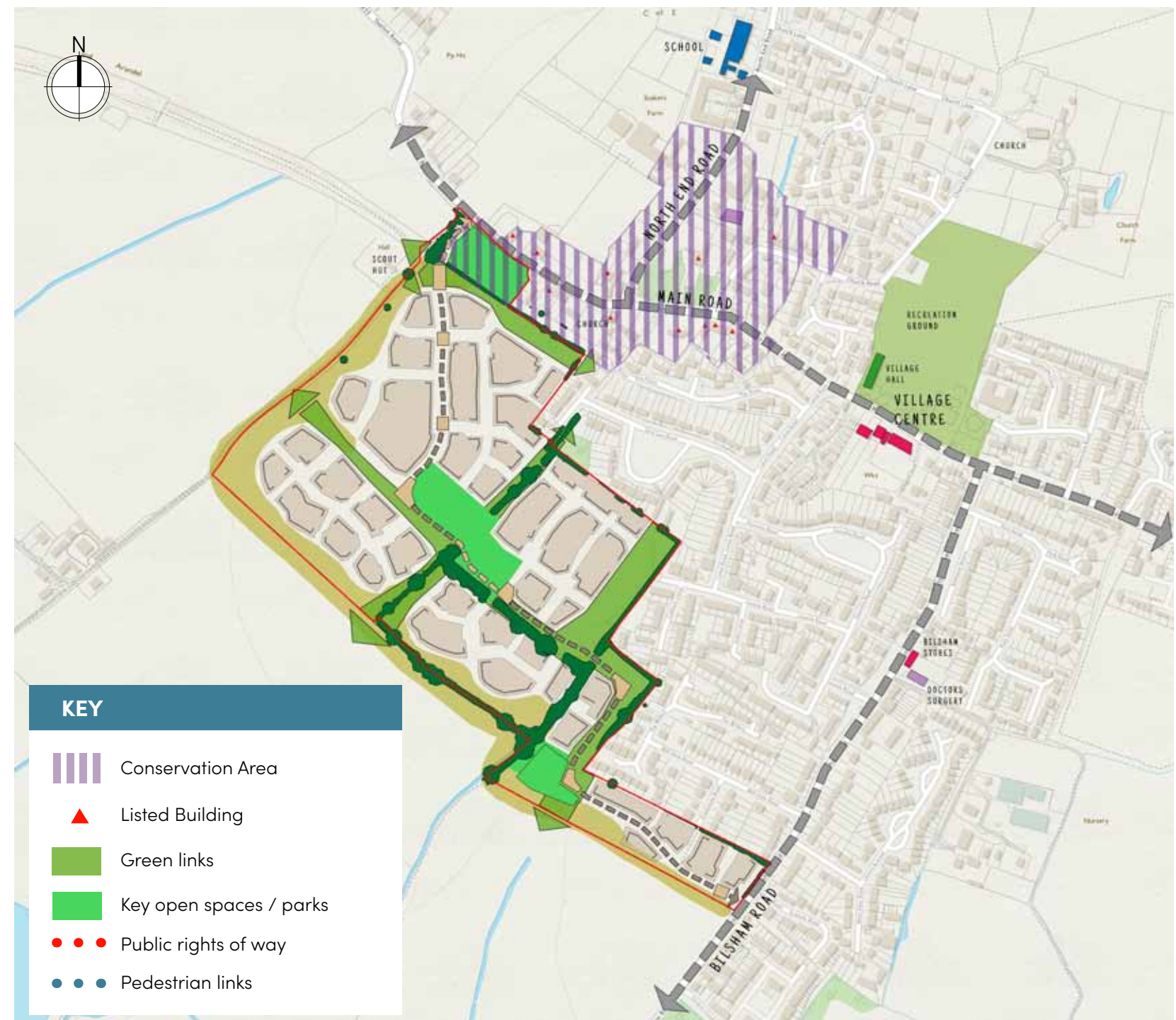


FIGURE 44. Plan showing the site in relation to the Yapton Conservation Area and Listed Buildings



FIGURE 45. Proposed view looking across the field at the entrance to the site from Main Road

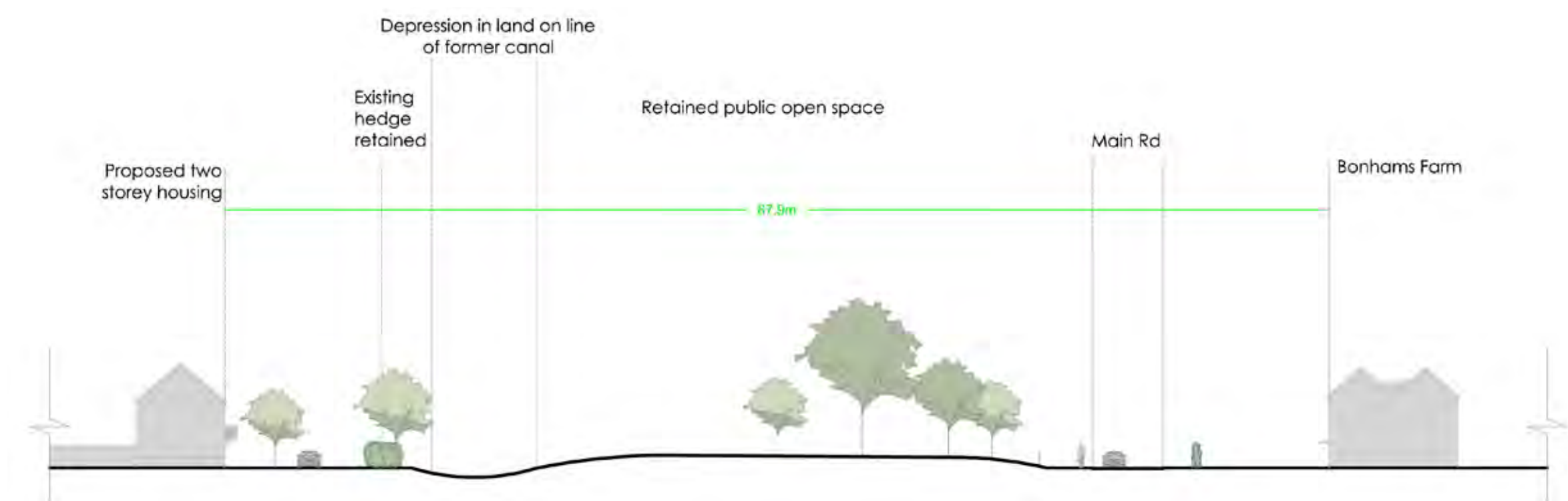


FIGURE 46. Indicative cross sections showing relationship between the proposed housing and existing Listed Buildings in Main Road

7. Character areas

Five principal character areas have been proposed within the allocation site which respond to their context, density and the aim to provide a variety of built form and landscape across the site, in keeping with the character of the village.

The character areas are shown at Figure 47 and are as follows:

- Bilsham Street
- Drove Park
- Lovey's Field
- Drove Field
- Canal Green

The gross and net density of each character area is shown in the table below.

Character area	Site area / ha	Net density / dph	Gross density / dph	Number of dwellings
Bilsham Street	4	30	17	66
Drove Park (east)	4.3	35-40	28	120
Drove Park (west)	5.7	35-40	28	160
Lovey's Field	3.3	20-30	19	64
Drove Field	4.4	20-30	18	80
Canal Green	3	30	20	60
				550



FIGURE 47. Plan showing the proposed character areas within the site

Character Area	Building materials	Roof materials	Roof types	Dormers	Bays	Eaves	Chimneys	Porches / entrances	Boundary materials
Bilsham Street	- Predominantly red / multi brick - Some tile hanging on upper floors	Terracotta tiles	Gable ends	Pitched roof	- Canted bay windows 1 and 2 storey bays	- Boxed eaves - White or black	- On key buildings - Brick	- Open projecting and lean to - Recessed entrances	- Walls - Metal railings - Hedgerows
Drove Park	- Predominantly red / multi brick - Some render on parts of buildings / storeys - Some fully rendered buildings - Horizontal boarding (white / muted colours)	- Predominantly terracotta tiles - Grey tiles / slates	Gable ends	Flat roof	- Boxed bay windows 1 and 2 storey bays	- Boxed eaves - White or black in colour	- On key buildings - Brick and render	- Open projecting / flat roof - Recessed entrances	- Walls - Metal railings
Loveys Field	- Predominantly red / multi brick - Some tile hanging on upper floors - Flint dressing on some buildings	Predominantly terracotta tiles	- Gable ends - Full hips	- Pitched roof - Hipped dormers	- Canted bay windows - Single storey bays only	- Predominantly open eaves - Some boxed eaves	None	- Open projecting - Recessed entrances	- Timber fencing - Hedgerows
Drove Fields	- Red / multi brick - Horizontal boarding (black) - Large areas of flint dressing on key buildings - Flint dressing on some buildings	- Predominantly terracotta tiles - Grey tiles / slates	- Gable ends - Full and half hips	- Pitched roof - Hipped dormers	No bays	- Predominantly open eaves - Open eaves with exposed rafters - Some boxed eaves - Predominantly black or dark colours	On some buildings	- Open projecting / hipped - Recessed entrances	- Timber fencing - Hedgerows - Low walls
Canal Green	- Predominantly red / multi brick - Large areas of flint dressing on key buildings - Flint dressing on some buildings - Some fully rendered buildings	Predominantly terracotta tiles	- Gable ends - Half hips	Pitched roof	- Canted bay windows - Single storey bays only	- Predominantly open eaves some with exposed rafters - Some boxed eaves (white or black)	- On some buildings - Brick and render	- Open projecting / hipped - Recessed entrances	- Brick Walls (with some flint insets) - Hedgerows - Metal railings

FIGURE 48. Table showing design characteristics of character areas

BILSHAM STREET CHARACTER AREA



“ Bilsham Street is the gateway into the site from the east and the interface to the post war development on Bilsham Road, the site and Main Road beyond. ”

FIGURE 49. Illustration of the character of the Bilsham Street Character Area

Building design



FIGURE 50. Illustration of the some of the key elements of the building design within the Bilsham Street character area

Layout



FIGURE 51. Extract from illustrative site layout plan showing the character of the Bilsham Street character area

Design characteristics

Density and scale

- Medium density
- 30-35 dwellings per hectare
- Grain to match Bisham Road area with continuity of setback and plot sizes (1-3)
- Buildings up to 2.5 storeys (1)

Built form typologies

- Short terraces of buildings up to 3 units (1)
- Some apartments in groups of no more than 6 units (2)
- Continuity of building and roof form with gable ends (3)

Building materials

- Predominantly red brick (1,2)
- Potential for render on key buildings (3)
- Predominantly terracotta roof tiles with potential for some limited grey slate colour tiles

Street design and parking

- Village Street (1)
- Parking on plot and in shared surfaces (2)
- Visitor parking provided in dedicated bays off the carriageway (3)

Boundary treatments and landscape

- Low brick walls (1)
- Timber/ metal post and rail fencing (2,3)
- Hedge planting

Design references / cues



1



2



3



1



2



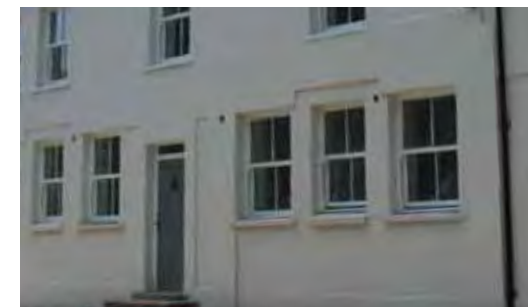
3



1



2



3



1



2



3



1



2



3



FIGURE 52. Aerial illustration of the Bilsham Street character area

DROVE PARK CHARACTER AREA



“ The Drove Park character area draws from character of Yapton Village and the wider Arun area. The area will provide the “New Yapton” and there will be opportunities for contemporary interpretation of architecture and design balanced with traditional character. ”

FIGURE 53. Illustration of the character of the Drove Park Character Area

Building design

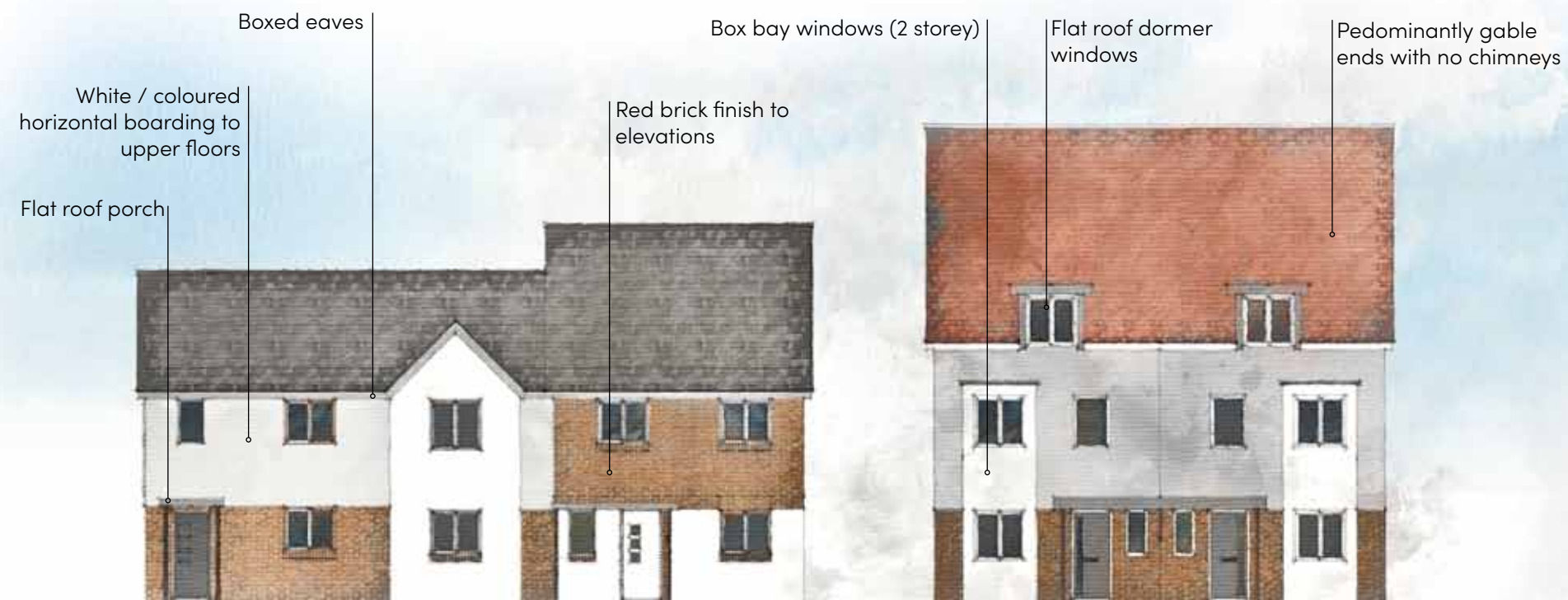


FIGURE 54. Illustration of the some of the key elements of the building design within the Drove Park Character Area

Layout



FIGURE 55. Extract from illustrative site layout plan showing the charcter of the Drove Park Character Area

Design characteristics

Density and scale

- Higher density
- 35-40 dwellings per hectare
- Tighter grain with perpendicular street structure (1-3)
- Buildings up to 2.5 storeys (1,3)

Built form typologies

- Terraces of buildings (1,3)
- Some apartments in groups of no more than 9 units (2)

Building materials

- Predominantly red brick (1,2)
- Potential for render on parts of buildings / storeys. Some fully rendered buildings(3)
- White / coloured horizontal boarding (1)
- Predominantly terracotta roof tiles

Street design and parking

- Village Street and Residential streets (1)
- Parking on plot and in shared surfaces (2,3)
- Visitor parking provided in dedicated bays off the carriageway

Boundary treatments and landscape

- Open boundaries with private space demarked by material change / planting (1)
- Low walls (2)
- Metal railings (3)

Design references / cues



1



2



3



1



2



3



1



2



3



1



2



3



1



2



3



FIGURE 56. Aerial illustration of the Drove Park character area

LOVEY'S FIELD CHARACTER AREA



“ Loveys Field character area draws from character of Main Road, Church Road / Lane in the heart of the village. The emphasis is on traditional housing design, natural materials and a strong landscape approach ”

FIGURE 57. Illustration of the character of the Loveys Field Character Area

Building design



FIGURE 58. Illustration of the some of the key elements of the building design within the Loveys Field Character Area

Layout



FIGURE 59. Extract from illustrative site layout plan showing the character of the Loveys Field Character Area

Design characteristics

Density and scale

- Low density
- 20-30 dwellings per hectare
- Coarse grain of built form with larger gardens and spaces between buildings (1-3)
- Buildings up to 2 storeys (1)

Built form typologies

- Predominantly detached buildings
- A limited number of semi detached and short terraces on inner parts of the area

Building materials

- Predominantly red brick (1,2)
- Potential for render on key buildings (3)
- Predominantly terracotta roof tiles with potential for some limited grey slate colour tiles

Street design and parking

- Residential streets, Drives and Lanes
- Parking generally on plot (2)
- Visitor parking provided in dedicated bays off the carriageway or in widened areas in drives (3)

Boundary treatments and landscape

- Low brick walls (1)
- Timber/ metal post and rail fencing (2,3)
- Hedge planting

Design references / cues



1



2



3



1



2



3



1



2



3



1



2



3



1



2



3



FIGURE 60. Aerial illustration of the Lovey's Field character area

DROVE FIELD CHARACTER AREA



“ Drove Field will be distinguished by its architectural vocabulary and use of materials which follow the patterns found in the agricultural buildings which were used in association with the farms in the local area. These include both the barns, outbuildings and farmhouses. ”

FIGURE 61. Illustration of the character of the Dove Field Character Area

Building design



FIGURE 62. Illustration of the some of the key elements of the building design within the Drove Field Character Area

Layout



FIGURE 63. Extract from illustrative site layout plan showing the character of the Drove Field Character Area

Design characteristics

Density and scale

- Low density
- 20-30 dwellings per hectare
- Coarse grain of built form with larger gardens and spaces between buildings (1-3)
- Buildings up to 2 storeys (1)

Built form typologies

- Predominantly detached buildings
- A limited number of semi detached and short terraces on inner parts of the area

Building materials

- Predominantly red brick (2)
- Black/ natural timber horizontal boarding (1,2)
- Predominantly terracotta roof tiles with potential for some limited grey slate tiles

Street design and parking

- Residential streets, Drives and Lanes (1,3)
- Parking generally on plot or in courtyards (2)
- Visitor parking provided in dedicated bays off the carriageway or in widened areas in drives

Boundary treatments and landscape

- Timber fencing (1)
- Low walls (2)
- Hedgerows (3)

Design references / cues



1



2



3



1



2



3



1



2



3



1



2



3



1



2



3



FIGURE 64. Aerial illustration of the Drove Field character area

CANAL GREEN CHARACTER AREA



“ Canal Green will comprise a collection of individual buildings as found in the Conservation Area. The area will include a wider variety of housing types, designs and use of materials than found elsewhere in the development. It will be common to find different building designs and materials within the same street or in adjacent plots. ”

FIGURE 65. Illustration of the character of the Canal Green Area

Building design

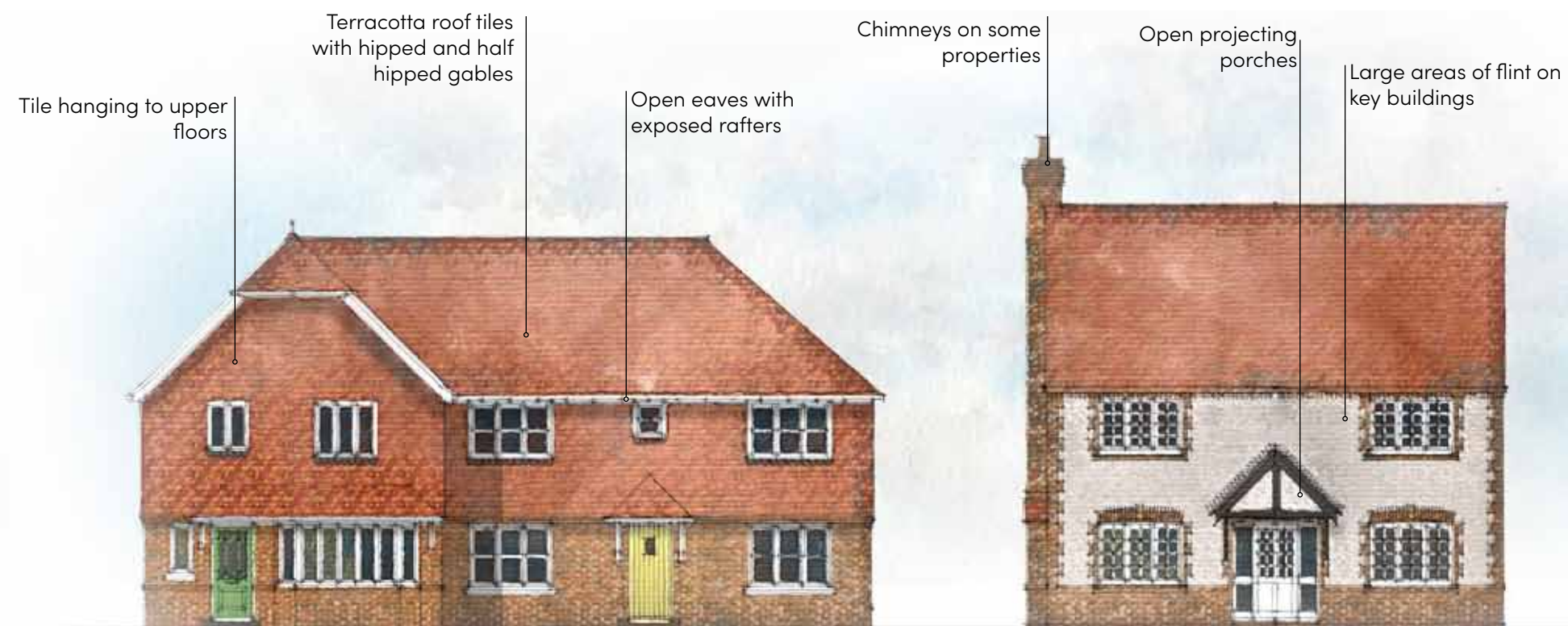


FIGURE 66. Illustration of the some of the key elements of the building design within the Canal Green Character Area

Layout



FIGURE 67. Extract from illustrative site layout plan showing the character of the Canal Green Character Area

Design characteristics

Density and scale

- Medium density
- 30 dwellings per hectare
- Urban grain to be mixed with variety in plot and building sizes and layout (1-3)
- Buildings up to 2 storeys (1)

Built form typologies

- Variety of building typologies with buildings appearing to be detached single properties rather than terraces or pairs (1,2,3)

Building materials

- Predominantly red brick (1)
- Larger areas of flint dressing or some fully rendered key buildings (2,3)
- Predominantly terracotta roof tiles with potential for some limited grey slate tiles

Street design and parking

- Village Street, Drives and Lanes (1,3)
- Parking generally on plot or in courtyards (2)
- Visitor parking provided in dedicated bays off the carriageway or in widened areas in drives

Boundary treatments and landscape

- Low brick walls with some flint insets (1)
- Timber/ metal post and rail fencing (2,3)
- Hedge planting

Design references / cues



1



2



3



1



2



3



1



2



3



1



2



3



1



2



3



FIGURE 68. Aerial illustration of the Canal Green character area

8. A range of densities

The proposed average density for the application site is 22 dwellings per hectare (dph) gross density / 33 dph average net density and will include a including mix of residential accommodation comprising 1, 2, 3 and 4 bedroom dwellings including apartments and houses.

The density has been derived from a mix of both the character of the village and surrounding area. The approach to density is based on creating a pattern across the allocation site which responds to its relationship to the countryside, Conservation Area and adjoining urban areas. This approach will provide density at its most concentrated in the central part of the application site and along the central spine road of the development. The density then reduces on the south western edge of the allocation site, reducing to provide a transition between the built form and wider landscape and to allow for a greater degree of landscape planting within the development parcels. The density is also reduced where the site adjoins the Conservation Area.

The density strategy (Figure 44.) shows how a range of densities including lower, medium and higher will be provided in response to the following factors:

- The higher density development area in the central part of the application site adjacent to the main access road with medium and lower density on its fringes to provide transition between the edges of the application site. It is envisaged that higher density development will be in the range of between 30-40 dph.
- Medium density areas where they adjoin the existing housing area (also medium density). It is envisaged that higher density development will be an average of 30 dph.
- Lower density on the south western edge of the application site where it adjoins the open countryside. It is envisaged that higher density development will be in the range of between 20-30 dph.

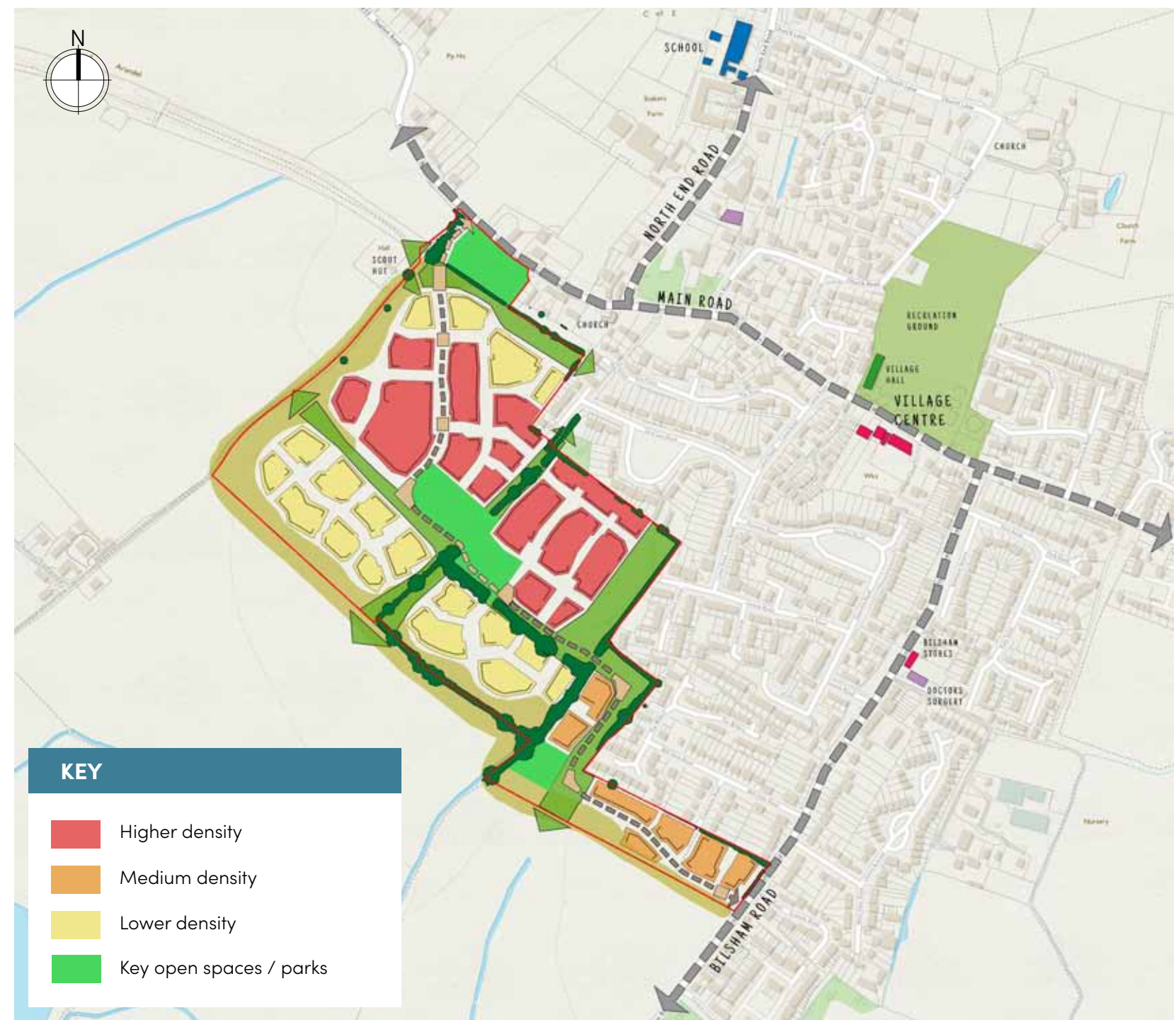


FIGURE 69. Plan showing density ranges across the allocation site

Density	Average dpg	Building types				Examples
		Apartments (small blocks)	Terraces	Semi detached	Detached	
Lower	20			✓	✓	  
Medium	30		✓	✓	✓	  
Higher	40	✓	✓	✓	✓	  

FIGURE 70. Table showing the type of housing which will be provided in each of the density areas across the site

SD7 Site masterplan

A masterplan has been prepared which draws together the various elements of the design rationale as follows:

1. A well connected place
2. A new village street (residential spine road)
3. Create a clear, permeable, hierarchy of streets and spaces.
4. Provide a robust green infrastructure
5. A new focal space at the heart of the development
6. Respect the heritage assets and Conservation Area
7. Reinforce the character of the local area
8. Create distinct character areas
9. Ensure that the development reinforces the character of Yapton as a place.

KEY

- SD7 Application boundaries
- Housing development block
- Frontage development
- Village street / Residential Spine Road
- Emergency access
- Public rights of way / cycle links
- New pedestrian / cycle links
- Existing trees and hedges retained
- Parks and gardens open space
- Natural and semi natural open space
- Amenity greenspace
- Children's Play Area (LEAP)
- Children's Play Area (LAP)



FIGURE 71. SD7 Site Masterplan

Illustrative site layout plan

The illustrative site layout plan shows how the site could be laid out in detail delivering the elements of the SD7 masterplan.

The planning application is in outline form and the layout is for illustrative purposes only. Further work will be undertaken at the reserved matters stage to ensure that the principles set out in this document are achieved.



FIGURE 72. SD7 Site Illustrative site layout plan

06 ENGAGEMENT

Community Engagement

Discussions with the Arun DC and Yapton Parish Council



YOUR
COMMENTS
PLEASE

1 Access, Movement and...

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

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



Photographs taken at the community engagement event

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

Discussions with the Arun DC and Yapton Parish Council

Prior to and post submission of the planning application, a number of meetings have been held to discuss the proposals for the site with Arun District Council and Yapton Parish Council.

In light of comments received a number of revisions have been made to the masterplan and additional information has been provided.

A presentation was given to the Advisory Group Meeting on the 13th July to provide additional information and clarification of the revisions to the scheme and the way forward.

The main changes to the scheme to reflect comments were as follows:

- clear definition of residential spine road
- development of character areas
- clearer distinction of changes in density, form
- central focus with conjoined open space across two sites removing part of existing hedge

07 DESIGN AND ACCESS

The application site

Amount

Use

Layout

Scale and massing

Density

Landscape and open space

Character and Appearance

Movement, access and parking

Drainage

Sustainability

Secured By Design

Building for Life

The application site

The total area of the application site measures 11.6 ha / 28.7 acres and comprises the south eastern part of the allocation site as shown on Figure 73.



FIGURE 73. Site location plan

Amount

The application site layout plan shows the following elements:

- 6.95ha of net residential development area which will provide up to 250 new homes at a medium to low density (22 dph gross density/ 36dph average net density) including mix of residential accommodation comprising 1, 2, 3 and 4 bedroom dwellings including apartments and houses
- Circa 4.0 ha / 9.9 acres of public open space (approximately 35% of the total application site area) incorporating a new local park, informal amenity open space and sustainable drainage features.
- Children's Play Area (LEAP)
- Children's Play Area (LAP)
- A new combined vehicular and pedestrian access from Bilsham Road
- A combined emergency access / pedestrian and cycle link to Gladstone
- A vehicular link to the adjoining development to the north west
- A pedestrian / cycle link to the adjoining development to the north west



FIGURE 74. Land use plan for the application site

Use

The development provides a mix of residential uses and open space which are in keeping with the character of the surrounding area.

Layout

The illustrative site layout has been prepared to demonstrate how the development could be laid out to respond to the opportunities of the application site, taking into account the vision and the outcomes of the engagement and the opportunities and constraints.

The illustrative layout also follows the principles of good urban design practices as set out in various documents including By Design, Building for Life and the Urban Design Compendium.

The layout shows the following key elements:

- Retention of important trees and hedgerows within the application site and on its boundaries with enhanced landscape planting to reinforce the boundaries of the application site, in particular new strategic planting on the southern boundary to contain the development
- New soft landscape features within the development including a number of trees and hedgerows which will enhance the landscape character of the application site and local area
- New areas of public open space in the centre and at the northern western end of the application site incorporating a natural area of play for young children, a kickabout area / local park and large areas of natural greenspace incorporating sustainable drainage features
- A new vehicular / pedestrian / cycle access from Bilsham Road running through the application site connecting to the adjoining site with an emergency / pedestrian / cycle link to Gladstone
- Retention of existing public rights of way along their existing alignment with new pedestrian links with housing fronting onto the main pedestrian route which runs along the northwestern boundary of the site.
- A new 3m wide shared cycle / pedestrian link through the application site which will eventually provide a link between Bilsham Road, Drove Lane and Main Road



FIGURE 75. Illustrative site layout plan

- Buildings which are predominantly two storeys in height with the potential for landmark buildings at key locations within the application site to assist in providing legibility. Landmarks are provided by the arrangement of buildings and will use material and detailed design to enhance their legibility.
- The size and shape of plots varies from one plot to another. This means that detached, semi-detached and terraced housing are distributed throughout the application site. Plots also vary in shape and size for each type of house.
- A variety of setbacks of houses from the pavement or highway between plots as one moves along a street. In other words there is a varied building line with a strong definition of the street maintained through boundary hedges and walls.

With regards to the detailed layout of the individual dwellings and open spaces, the houses are generally arranged in a conventional block structure with gardens to gardens and many of the houses have a generous set back from the roads and shared surfaces.

The layout of dwellings provides garden sizes which are generally between 10m and 15m which allow for adequate private amenity space. This reflects the character of existing development in the vicinity of the application site and the need to maximise the effective use of the application site for housing.

The arrangement of buildings will ensure that all new dwellings will have a suitable outlook and level of natural light.

All dwellings have rear access to allow for refuse and cycles to be stored to the rear of buildings. Refuse collection arrangements has been considered as part of the design process and is detailed later in this section.

Scale and massing

The scale and massing of the proposed development would be predominantly two storey dwellings including some dwellings with accommodation in the roofspace. There will also be a limited number of single storey garage buildings.

Buildings shown are predominantly rectangular or ‘L’ shaped with occasional articulation in the form of projections and porches. A range of detached (large and small), semi-detached and short terraces would be provided across the application site.

Mix of dwellings

The exact mix of dwellings will be determined at the reserved matters stages. To demonstrate that the application site can provide a mix of housing the masterplan includes a variety of dwelling types and sizes with a mix of market, affordable rental and intermediate housing.

The overall mix of units shown on the illustrative layout plan is as follows:

Unit	No of units	% mix
1 bedroom apartment	29	12
2 bedroom apartment	7	3
2 bedroom house	74	30
3 bedroom house	88	35
4 bedroom house	52	20
	250	

TABLE 1. Total indicative mix of units

Affordable housing

The indicative site layout plan shows how the application site could accommodate up to 30% affordable housing including a mix of units which responds to current housing need as identified by Arun District Council in preapplication discussions.

The proposed mix of units includes a wide range of unit types and sizes including and 1 and 2 bedroom apartments together with 2,3 and 4 bedroom houses. The tenure of the affordable housing is to be agreed with the Council but a split of 75% rented and 25% intermediate housing is initially sought.

The approach will be to “pepper pot” the affordable housing in small clusters of up to 15 dwellings across the application site. The design and use of materials for the affordable units will not be discernible from the private dwellings.

Unit	No of units	% mix
1 bedroom apartment	26	35
2 bedroom apartment	4	5
2 bedroom house	21	28
3 bedroom house	17	23
4 bedroom house	7	9
	75	

TABLE 2. Indicative mix affordable of units

The size of all affordable housing units will meet the minimum floor areas as defined in the DCLG document, Technical housing Standards – nationally described space standards (March 2015).

Private housing

The illustrative site layout plan shows a mix of housing sizes for the market element with 175 dwellings in total.

The proposed mix of units includes a wide range of unit types and sizes including and 2,3 and 4 bedroom houses.

Unit	No of units	% mix
1 bedroom apartment	3	2
2 bedroom apartment	3	2
2 bedroom house	53	30
3 bedroom house	71	40
4 bedroom house	45	26
	175	

TABLE 3. Indicative mix of private units

Density

The proposed average density for the site is 23 dph gross density / 35 dph average net density and will include a including mix of residential accommodation comprising 1, 2, 3 and 4 bedroom dwellings including apartments and houses.

The density has been derived from a mix of both the character of the village and surrounding area. The approach to density is based on creating a pattern across the site which responds to its relationship to the countryside, adjoining urban areas. This approach will provide density at its most concentrated in the central part of the site and along the central spine road of the development. The density then reduces on the south western edge of the site, reducing to provide a transition between the built form and wider landscape and to allow for a greater degree of landscape planting within the development parcels.

The overall density strategy for the allocation site is shown at Figure 44. Figure 49 is an extract from the overall strategy and shows how a range of densities including lower, medium and higher will be provided within the site.



FIGURE 76. Extract from the density strategy plan for the allocation site showing the relevant density areas within the application site.

Landscape and Open Space

Standards

The public open space has been designed to meet the standards as set out in the Arun District Council Final Open Space Standards Paper (September 2016). Figure 77 and the table below shows the requirements and provision of public open space within the application site.

Open space category	Requirement ha per 1000	Requirement for 250 dwellings*	Provision in masterplan
Allotments and community gardens	0.25	0.16	0.19*
Amenity green space	1.07	0.67	0.97
Natural and semi natural open space	0.5	0.31	1.46
Parks and gardens	0.2	0.13	0.13
Provision for children and young people	0.04	0.03	0.08**

TABLE 4. Public open space requirements and provision

*Population = 625 based on 250 dwellings and 2.5 persons per household

** Based on provision of 2 x LAP + 1 x LEAP

Design and layout

The following principles have been adopted in relation to the design and layout of the public open space

- The retention and wherever possible, reinforcement or replacement, of the existing vegetation within the areas of public open space and in particular where the open space bounds the edges of the application site to maintain the physical and visual enclosure to the application site from the wider landscape;
- The retention of existing drainage features within open spaces and ecological improvement where possible with native planting;
- The open space is to be inclusive in that it promotes a feeling of safety and security. It is to address the needs of the whole community;

- Contact with nature is an important consideration in relation to its fringe location. Wildflower margins and native mix buffers will create ecological edges to areas of open spaces. Habitat features such as log piles, hibernaculums, bird boxes and gaps within fencing (for hedgehogs) will be incorporated.
- The introduction of two dedicated play spaces – a LAP and a LEAP within the open space, which serves the development site;
- The form of the proposed development will guide the landscape character and choice of hard and soft landscape materials and street furniture to make distinctive spaces responding to its location;
- The design and detail of the spaces will provide clues as to the role of public and communal / private space and the interfaces between the two;
- The inclusion of native trees and shrubs for biodiversity benefits;
- Connectivity through the application site will be increased offering safe access for pedestrians to local facilities and the wider landscape beyond.
- Providing passive surveillance to routes and open spaces with habitable rooms / active frontages providing overlooking

The detailed design and layout of the equipped play space (LAP and LEAP) is to be developed in liaison with Arun District Council. The play spaces are to be naturalistic in it's design, to reflect it's location on the edge of the application site. It is to include natural materials to provide the opportunities for children to create their own play spaces and will encourage social interaction with other children. They may also include elements which can provide opportunities for seating by both adults and children alike.

Features to be provided may include:

- Timber tree trunks laid at ground level for seating and climbing.
- Recycled materials placed in close proximity to ensure good natural surveillance is maintained.
- Fallen tree trunks used as simple play elements within the SUD's.
- The interaction with existing planting to encourage hide and seek play.
- Tree trunks provide opportunities for children to learn about

biodiversity and simple play elements.

- Low level natural stones allows young children to develop balance and coordination while removing the risk of falling from height.
- Simple bulb planting, or grass mowing regime creating maze patterns and providing simple puzzles for younger children.
- Natural materials give children the opportunity to create their play features.



Examples of open space design and layout

KEY

-  Site boundary
-  Amenity public open space / parks / gardens
-  Amenity public open space / parks / gardens
-  Local Area of Play
-  Locally Equipped Area of Play
-  SuDS feature (included with open space)



FIGURE 77. Landscape and open space strategy for the application site

Character and appearance

The proposed application is in outline form and appearance and materials will be subject to future reserved matters applications.

Section 03 of the Design and Access Statement identifies that the site will include three character areas within the Bilsham Road part of the site:

- Bilsham Street
- Lovey's Field
- Drove Park

The relevant characteristics of each of these character areas are set out in Section 05.

All materials will need to be agreed with the Local Planning Authority in advance of development.



FIGURE 78. Extract from the character areas plan for the allocation site showing the relevant character areas within the application site.

Movement, access and parking

Vehicle access

The principal vehicular access will be from Bilsham Road with a road running through the application site which can connect to the adjoining site and eventually link through to Main Road / Yapton Road.

An emergency / pedestrian and cycle link will also be provided from Gladstone at the southern end of the application site.

Pedestrian and cycle access

There is a cycle route proposed which runs through the centre of the application site and forms part of the primary access road. This will be provided as a shared 3m wide foot/cycle way. The road will also be 5.5m minimum width to allow sufficient space for cyclists.

A pedestrian / cycle connection has also been provided to link from the northern end of the application site into the adjoining site.

All of the alignments of the existing Public Rights of Way have been retained within the application site. Additional pedestrian links will also be provided to enhance the permeability of the scheme. Footways will be designed to be overlooked where possible and provide a safe route for pedestrians.



FIGURE 79. Movement and access strategy for application site

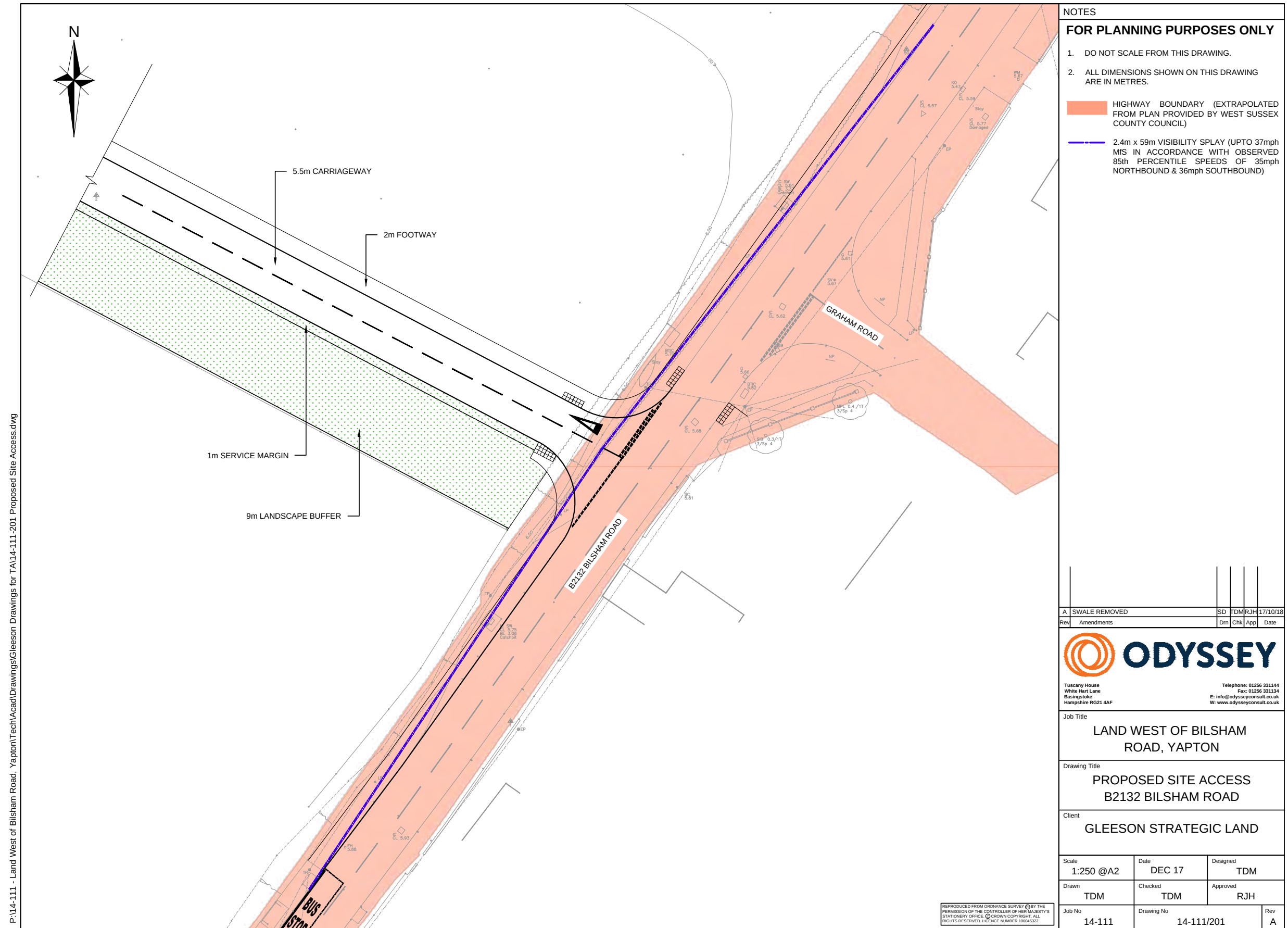


FIGURE 80. Proposed access arrangements for the site

Car and cycle parking

Car parking will be provided either on plot or within defined parking areas within the application site. Car parking meets the maximum standards as defined in the Supplementary Planning Guidance adopted by West Sussex County Council (November 2003).

- 1 bedroom dwelling – 1 space
- 2 bedroom dwelling – 2 spaces
- 3 bedroom dwelling – 2 spaces
- 4 bedroom dwelling – 3/4 spaces

The principal design considerations for car parking is as follows:

- All homes to be provided with allocated car parking spaces
- Dimensions of parking spaces and garages to be provided in accordance with guidance
- Parking to be provided within curtilage of individual dwellings and within communal parking areas for apartments
- Well-designed on-street visitor parking in dedicated lay-bys will be provided and dispersed throughout the application site

For most car parking situations parking spaces will meet the national standards of 4.8m long by 2.4m wide. Where provided on plot there is a gap of 1.1m at the side of the parking space to allow for access to the rear gardens and refuse bins to be moved to the rear of the property.

Where a space is located in front of a garage, the space will be 5.5m long from the back of the highway to allow the garage door to be opened without the vehicle overhanging the highway.

Garages are 6m long by 3m (single) or 6m (double) wide internally to allow a vehicle to gain access/egress and there to be some space for the occupiers of the vehicle to get out. In addition, this provides some space for storage, such as bicycles, which are normally kept in garages. As with all parking on the application site, there are not more than one space outside a garage (i.e. a maximum of two cars in tandem).

Visitor car parking is also provided within the application site on the ratio of 1 space per 5 dwellings. (50 spaces in total).

Whilst cycle parking is not required as part of the County standards, there is capacity for cycle parking for the proposed houses in garages and in back gardens. The design of the apartment buildings allows for a ground floor cycle storage area if required.

Refuse collection

The application site layout has been designed to accommodate refuse vehicles. Street widths will provide for refuse collection vehicles and are sufficiently wide that cars parked on-street can be passed by the refuse vehicle.

The site layout complies with the following criteria that are set on the Manual for Streets and based on Building Regulations and British Standards:

- 30m maximum distance from each dwelling to the bin collection point;
- 15m maximum distance from the back of the refuse vehicle to the bin collection point (for two wheel bins; 10m for four wheel bins for any apartment blocks); and
- Maximum of three steps for containers up to 250 litres (e.g. two wheel domestic bin), and none for larger containers.

Inclusive access

The layout of spaces and buildings ensures that disabled people will not be segregated and will be able to access all aspects of the place with without inconvenience or detours.

Drainage

The landscape character and design of the SuDS elements within the site is set out in Section 05 of this document.

Sustainable Drainage Systems

Sustainable Drainage Systems (SuDS) have been incorporated into the development proposals in accordance with local and national policy. It is proposed to collect all the surface water runoff generated by the development proposals and attenuate and /or infiltrate the volumes in SuDS features which may include permeable paving, granular trenches and basins prior to controlled discharge into the Bilsham Ditch running through the site.

Any surface water runoff that does not infiltrate into the ground will be discharged from the site under control to less than the existing greenfield runoff rates. This will ensure that the development proposals will not increase flood risk and provide betterment in all areas upstream and downstream of the site.

Foul flows from the site will be discharged to the existing public foul sewers along Bilsham Road. Under the New Infrastructure charging scheme, contributions from the development will contribute towards any costs for upgrades required, which will be carried out by the relevant sewerage undertaker .



FIGURE 81. Plan showing Sustainable Drainage Strategy for the application site

Sustainability

Sustainability targets and objectives have been set for the proposed development based on the applicant's aspirations and a review of government guidance, the latter of which has recently embedded energy efficiency targets within Building Regulations in lieu of the Code for Sustainable Homes. The applicants are committed to ensuring the proposed development meets national requirements for energy efficiency prevailing at the construction stage.

Key sustainability features would include the following:

- Sustainable Drainage Systems (SUDS) would be incorporated.
- Energy and water efficient fixtures and fittings would be incorporated within the design of new buildings.
- Provision would be made for cycle storage and safe walking routes to discourage the use of private cars for short journeys.
- Consideration would be given to responsible sourcing of materials and to their environmental impact throughout their lifecycle.
- Recycling space and composting would be provided for each dwelling.
- Private gardens, communal spaces and publicly accessible open spaces would be incorporated into the development, including informal open space and children's play areas.
- Existing trees and hedgerows would be retained and the ecology of the site enhanced through the creation of new wildlife habitats.

Overall, and whilst further detailed calculations and design work will continue as the development progresses, the proposals for the site aim to maximise the site's assets and layout in relation to sustainable design, creating an attractive, environmentally sound, development.

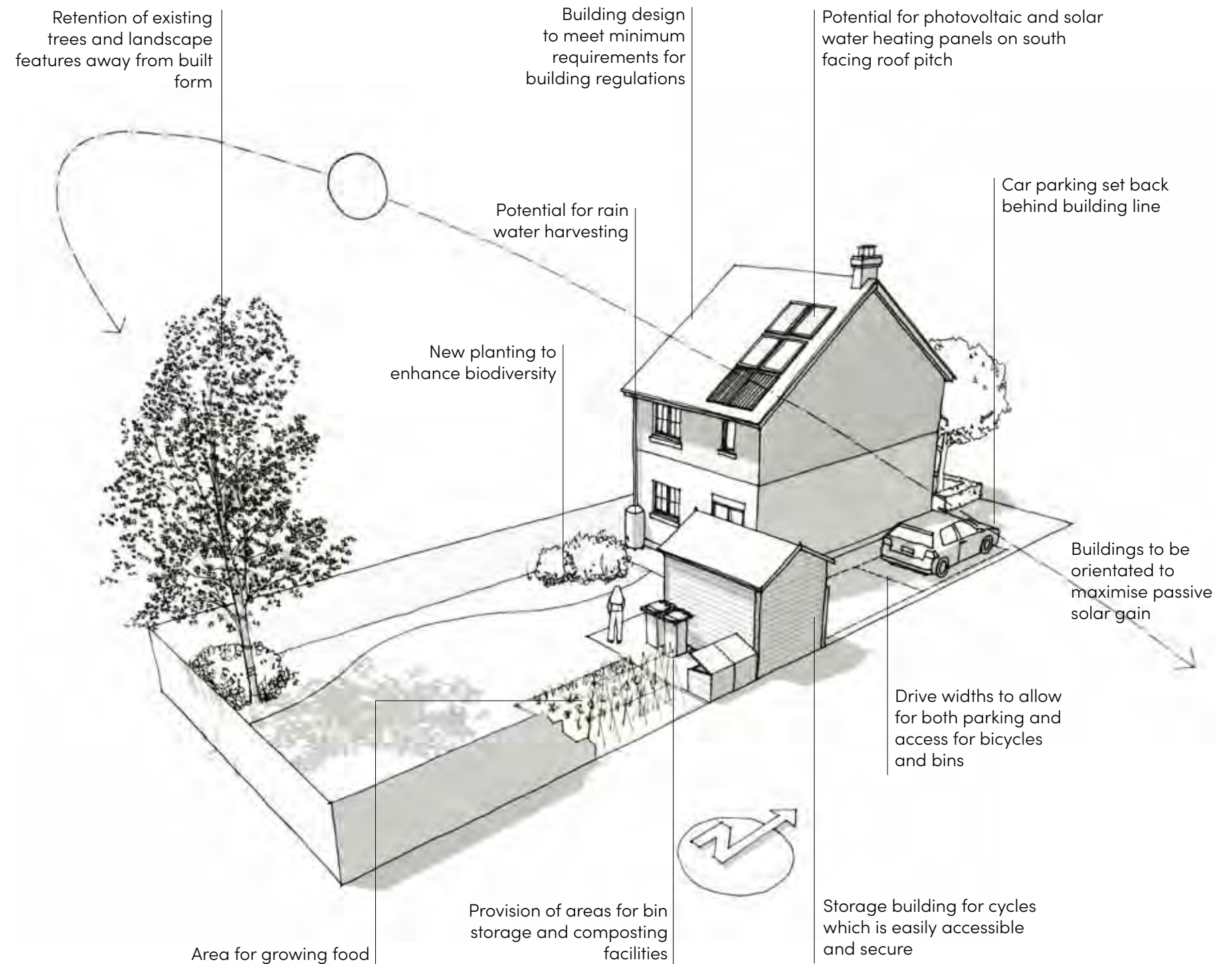


FIGURE 82. Plan showing Sustainable Design concepts



Secured By Design

The proposals have been designed to be as safe and crime free as possible and in particular has had regard to the following guidance:

‘Safer Places – the Planning System and Crime Prevention’

Principles of ‘Secured by Design’.

Seven attributes of designing out crime are outlined in ‘Safer Places – The Planning System and Crime Prevention’. They are listed here, with an explanation of how the development addresses the points:

1. Access and movement

‘Places with well defined routes, spaces and entrances that provide for convenient movement without compromising security.’

The layout provides a legible and permeable series of connected routes. These are overlooked and buildings are arranged to either front onto or have side aspect (with habitable rooms and windows) to these routes. Ground floor entrances are positioned for ease of access and will be clearly articulated in detail.

2. Structure

‘Places that are laid out so that crime is discouraged and different uses do not cause conflict.’

A perimeter block structure is proposed for the development that enables all dwellings to face out and overlook the streets and spaces. Private and public domains are well defined by boundary treatments and clear definition of spaces.

3. Surveillance

‘Places where all publicly accessible spaces are overlooked.’

Configuration of dwellings and public realm has been designed to avoid confined and secluded spaces. Streets and spaces are open and have clear sight lines allowing easy monitoring and natural surveillance. All public open spaces are overlooked by development.

Dwellings on corners of streets and private drives, or with a side elevation facing open spaces will have windows and other elevation features to ensure there are not any blank facades facing onto the public realm.

4. Ownership

‘Places that promote a sense of ownership, respect, territorial responsibility and community.’

The layout makes clear distinction between private and public spaces. The main public open space elements in the western parts of the application site and within the centre of the development have been designed as a focus of the development with many buildings looking into the space. There are also a number of opportunities for the use of this space for all aspects of the community including children’s play, informal play and places to rest.



5. Physical protection

‘Places that include necessary, well–designed security features.’

Physical protection measures will be incorporated into the scheme through the detailed design development.

6. Activity

‘Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and sense of safety at all times.’

Streets and spaces will be of high quality and have been designed with the aim of attracting activity in the form of recreation, social interaction and play which will help provide security.

7. Management and maintenance

‘Places that are designed with management and maintenance in mind, to discourage crime in the present and the future.’

Management strategies and solutions specific to these proposals will be developed at a later detailed stage.

Building for Life

Building for Life is the industry standard, endorsed by Government, for well designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live.



Building for Life is run by a partnership of Cabe at the Design Council, the Home Builders Federation and Design for Homes. This third edition of the guide was published in January 2015 by Nottingham Trent University on behalf of the Building for Life partnership (Design Council Cabe, the Home Builders Federation and Design for Homes). The updated version is based upon the new National Planning Policy Framework and the Government's commitment to build more homes, better homes and involve local communities in planning.

The proposed development addresses all of the 12 criteria set out in the Building for Life. A table showing how each of the criteria will be met is shown at Figure 57 and explained in more detail below.

1. Connections

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 development site?

The layout has been designed to connect to the existing area via a the new vehicular access to Bilsham Road.

The existing public rights of way which runs through the site has been retained and incorporated into the design.

The land uses and layout respect the character and layout of the surrounding development and new buildings have been orientated and set back to respect their amenity where appropriate.

The proposed development provides new landscape planting on the edges of the site to protect the amenity of existing residential properties.

2. Facilities and services

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

The site is in a village setting, with access to local facilities and services including local shops, doctors surgery and Parish hall.

There are also a number of focal places within the site which could be used as meeting places or places for interaction including the open spaces at the eastern end of the site, the entrance of the site and potential new children's play area.



3. Public transport

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

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

Barnham Railway Station is located some 2 miles from the centre of the 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.

4. Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

The scheme includes a good mix of dwelling types and tenures including up to 30% affordable homes. The mix includes a small number of apartments, starter homes and larger family homes.

The mix of affordable housing has been developed in specific response to local housing need in consultation with the Council.

The scheme has been designed to provide a tenure blind approach so that it is not easy to differentiate between homes that are private and those that are rented or in shared ownership.

5. Character

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

The scheme has been designed to reflect the character of the local and wider area. Details of the approach are set out in section 2,4 and 5 of this document.

Further reinforcement of the character can be achieved at the reserved matters stage through the design of individual buildings.



6. Working with the application site and it's context

Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants , wildlife habitats, existing buildings, site orientation and microclimate?

The scheme has been designed to respond to the character of the site with the arrangement of dwellings and intensity of development with areas of medium and lower density character within the layout.

Dwellings in the eastern edges of the site have been set back from the boundary to provide a softer landscaped edge in this area. The existing hedgerows and large trees within the site have been retained and incorporated into the layout.

A large number of the buildings within the layout have been orientated to optimise the solar potential of the site by their orientation to south.

7. Creating well defined streets and spaces

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

The layout follows a traditional perimeter block approach with private gardens backing on to each other and dwellings fronting and enclosing the streets or pedestrian / cycle connections.

The layout uses a number of buildings which turn the corner and provide surveillance over two aspects as shown in Figure 83. All fronts of buildings face the street or public realm.

8. Easy to find your way around

Is the development designed to make it easy to find your way around?

The layout has been designed to allow people to create a mental map of the place by incorporating features that people will notice and remember. The layout follows a logical pattern of development using a hierarchy of streets and spaces which are permeable and allow people to find and navigate their way around easily.

Landmark buildings and views though the site make it easy for people to see in advance where they are going.

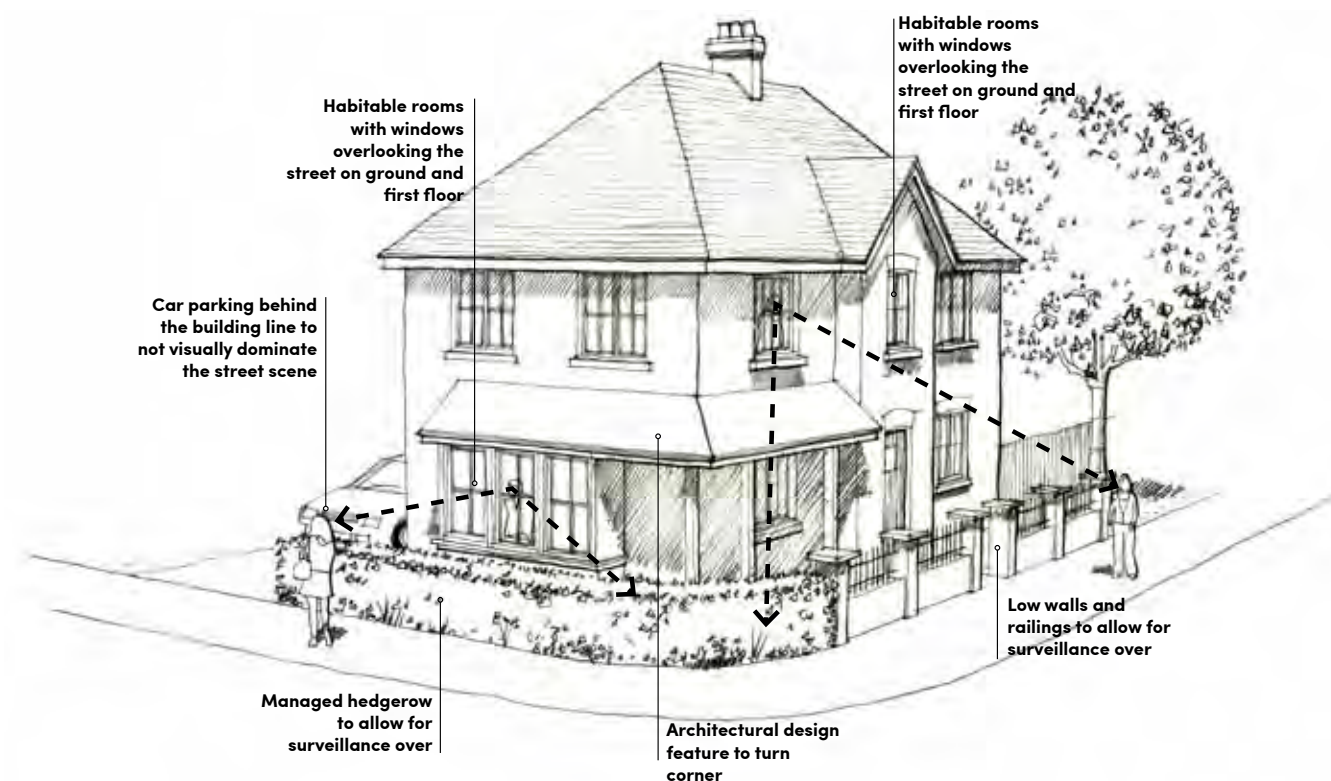


FIGURE 83. Illustration showing how buildings will turn corners

9. Streets for all

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

The layout of streets has been designed to reduce traffic speeds. There are no long stretches of wide road and the Green Drives and Avenue Streets will be shared surfaces. These are usually demarcated by a change of surface treatment which brings the attention of drivers to a change of environment and the need to slow down. This design approach thus gives priority to people over cars.

The shared surfaces also provide social spaces and together with the informal public open spaces in this area can be used for safe children's play.

10. Car parking

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

Car parking is a reserved matter and will be provided to meet the required standards of the highway authority. There area number of unallocated parking spaces spread across the site for visitors.

Parking is located close to people's homes, generally on plot.

Garages and car parking spaces are provided set back between buildings so they do not dominate the street scene. All garages shown are detached from the dwelling so they are not easily converted to form additional living accommodation reducing the car parking provision.

11. Public & private spaces

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

Due to the scale of the development it is considered only appropriate to provide informal recreation incorporating a potential new children's play area. Contributions will be made to ensure that existing facilities for formal recreation and play will be achieved.

Public and private spaces are well defined with all public spaces overlooked by neighbouring properties and located where they are accessible to a wide range of people including the new and existing residents.

12. External storage and amenity space

Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

Each of the properties has a private garden area which allows for sufficient space for the storage of bins and cycles. The majority of dwellings have a separate rear access to avoid having to go through the property for cycle storage.



Design element	Requirement	Response	Red	Amber	Green
Integrating into the neighbourhood					
Connections	Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?	Yes. The masterplan responds to both the site and the surrounding buildings and land uses. The layout makes connections to the wider area and integrates the development to the surrounding area, providing new links through the site which will improve accessibility to public open space and play facilities.			✓
Facilities and services	Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?	Yes the new development is well located to existing facilities in the centre of the village and within Yapton as a whole.			✓
Public transport	Does the scheme have good access to public transport to help reduce car dependency?	Yes. The site is well served by public transport with regular bus services along Bilsham Road within easy walking distance of the site. Barnham Station is also within cycle distance of the site.			✓
Meeting local housing requirements	Does the development have a mix of housing types and tenures that suit local requirements?	Yes, the scheme provides a mix of market and affordable housing including a wide range of dwelling types which have been discussed with the LPA as part of the application.			✓
Creating a place					
Character	Does the scheme create a place with a locally inspired or otherwise distinctive character?	The scheme is in outline form at this stage but the illustrative site layout and information within the Design and Access Statement demonstrates a high quality, contextual approach to the new development.			✓
Working with the site and its context	Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?	Yes, the layout retains all key landscape features including habitat areas, trees and hedgerows which will be enhanced through implementation of long-term management and complementary planting.			✓
Creating well defined streets and spaces	Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?	Yes, the illustrative layout and Design and Access Statement show how this can be achieved within the site.			✓
Easy to find your way around	Is the development designed to make it easy to find your way around?	Yes, the illustrative layout and Design and Access Statement show how this can be achieved within the site including the provision of key buildings within the layout.			✓
Street & Home					
Streets for all	Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	Yes, the illustrative layout shows a hierarchy of streets including roads and shared surfaces to ensure that people will have priority over cars.			✓
Car parking	Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?	Yes, the illustrative layout plan shows how sufficient car parking will be provided on the site including both allocated and unallocated parking spaces.			✓
Public and private spaces	Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?	Yes, the block structure shown in the illustrative layout shows a clear definition of fronts and backs with private and public spaces defined. The detailed design of these areas will ensure that they are attractive, well managed and safe.			✓
External storage and amenity space	Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?	Yes, the illustrative layout shows how refuse can be accommodated within the development and allow for their storage and collection with appropriate manoeuvring space for service vehicles.			✓

FIGURE 84. Preliminary Building for Life Assessment

08 SUMMARY AND CONCLUSIONS

Design Development Response

Conclusions



Design Development Response

Following the input from the Council both applicants have sought to address the concerns comprehensively. They have worked together to ensure a consistent design approach that addresses the Council's concerns. The key comprehensive changes across the allocation site are:

- Additional pedestrian links secured to primary school and cycle link towards Barnham Station
- Link road design confirmed as a residential spine road with appropriate contextual design detail
- The road hierarchy more clearly defined with clear preference for the residential spine road through design detail
- Additional Green Infrastructure Strategy developed to support the masterplan design
- The central open spaces on each site have been redesigned to work across both sites by combining them and removing 80 m of central hedge and providing biodiversity compensation
- Design revisions to soften setting of the Conservation Area with additional open space and additional illustrations to demonstrate quality
- Character areas explained drawing from Yapton context
- Density revisions reflect request for clearer defined ranges
- Additional illustrations of design quality based on reference to Yapton context with additional work on understanding the Yapton context.

The changes proposed have been illustrated in detail in this DAS and reflect the quality design requirements in policy HSP2.

Conclusions

In conclusion this design and access statement describes the application by Gleeson Strategic Land to develop up to 250 new homes including a mix of housing, public open space and landscape planting on the land at Bilsham Road, Yapton and is supported by a suite of technical documents.

In terms of the proposed land use, the site lies adjacent to the existing built up area with existing residential development to the north and east of the site. It is well located on a main route into the village, to existing facilities and services, and will deliver a logical and sustainable extension to the built up area of Yapton.

It has been shown that the layout responds to the constraints and opportunities for the site. This response has been delivered with a strong vision and will reinforce the character of Yapton and the wider area and aims to raise the quality of built form and design in the local area.

The proposed amount, layout and mix of housing will deliver both market and affordable market housing, for which there is a known demand in the village and which will make a worthwhile contribution toward the ever growing social housing requirement of this area and the district. A mix of house types and sizes is proposed to provide for starter homes, families and the elderly.

The process of evaluation as set out in Section 04 of this document, together with the illustrative masterplan, plans and drawings in Section 06, demonstrate how the layout and form of development will meet the planning and urban design aspirations of the Council with a strong vision which will maintain and continue the character of Yapton and the wider area with limited harm on landscape and visual receptors.

The design ideas within the document show a commitment to quality design in both built form and landscape which will be followed through the planning and development process in subsequent planning and reserved matters applications.

The design process has included consultation with a range of key stakeholders including the Local Planning Authority, members and local community and their ideas and feedback have helped shape the proposed development.

In conclusion, the delivery of this site for residential development presents the opportunity to make an efficient use of the land in this edge of settlement location.

The proposed residential development is supported by the objectives of national planning policy, and due weight should also be given when determining this application to the Council's deficiency in available and deliverable housing land, to which the approval of this application could assist in the prompt delivery of much needed market and affordable housing.