



LAND AT DROVE LANE, SOUTH WEST YAPTON

Design and Access Statement

28 November 2017

This document has been prepared by:



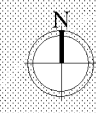
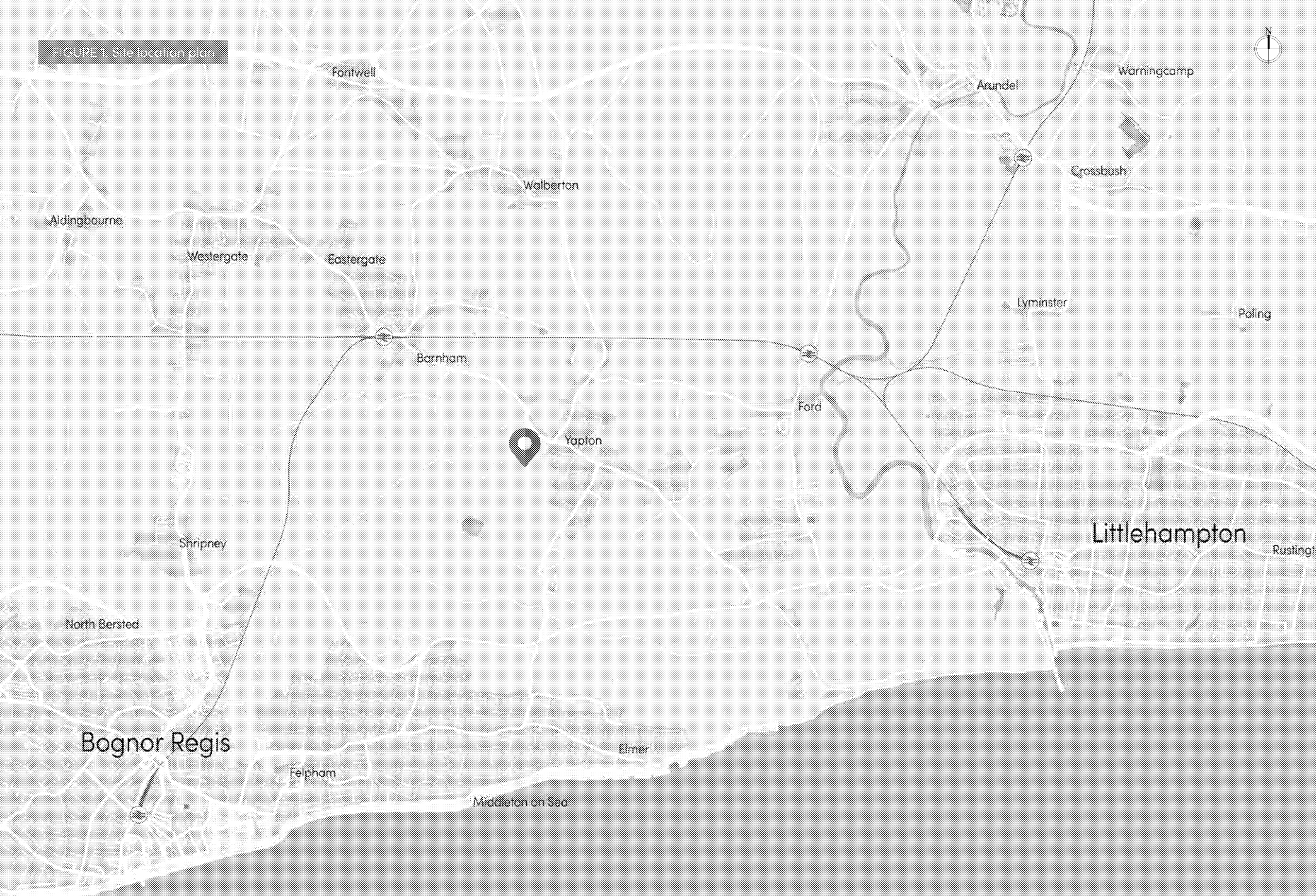
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FIGURE 1 Site location plan



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 Drove Lane, Yapton, West Sussex.

The application is submitted on behalf of The Trustees of the Langmead Pension Scheme (TLPS). It is an outline planning application with all matters reserved except access and comprises the following:

“Outline planning application for the development of up to 300 residential dwellings (C3), vehicular access, public open space, ancillary works and associated infrastructure”

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

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

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

Form of application

Town and Country Planning (Development Management Procedure) Order 2015 – Article 7 sets out the requirements for an outline application and Article 9 below sets out the content of the DAS.

An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a design and access statement”) about—

- (a) the design principles and concepts that have been applied to the development; and
- (b) how issues relating to access to the development have been dealt with.

(3) A design and access statement must—

- (a) explain the design principles and concepts that have been applied to the development;
- (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- (e) explain how any specific issues which might affect access to the development have been addressed.

Article 3 of this Order amends article 4 of the Development Management Procedure Order which sets out the requirements for applications which seek permission of a proposed development in principle (“outline applications”) and allows for specific details of the application to be reserved for subsequent approval by the local planning authority at a later stage (“reserved matters”).

The application proposes that all matters except for access be reserved for future consideration. The matters to be considered in the future are as follows:

- ✦ appearance
- ✦ landscaping
- ✦ layout
- ✦ scale

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 thorough assessment of the site including its physical, social and economic characteristics. It explores the context of the site and its surroundings including the relationship of the site to Yapton and the wider area. Further details of the site are provided in separate reports on aspects such as landscape, ecology, access, archaeology and hydrology.

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

Section 4 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 5 explains the process of engagement which has taken place and how the feedback has been incorporated into the scheme.

Section 6 provides details of the design solutions being adopted using illustrations and plans to show how the vision and objectives will be achieved in built form and landscape.

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

Allocation site

Land at South West Yapton has been classified as a ‘Strategic Site’ by Arun District Council.

The extent of the allocation site is shown on Figure 2. and comprises the areas edged red and green.

The draft policy for the site states that:

Yapton (SD7)

Located to the south west of Yapton development proposals in the Strategic Allocation will provide at least 400 dwellings over the plan period. Development proposals must comply with the following key design and infrastructure requirements;

- a) provide a one-form entry primary school and nursery places,
- b) a new library facility,
- c) improvements to the A259 between Climping and Littlehampton, and
- d) contributions towards new healthcare facilities which will be incorporated at Ford

The allocation site SD7 was subject to representations to the modifications proposed to the Arun Local Plan. These were examined at the Local Plan hearing in September 2017. At the time of submission of the planning application an interim report has been received from the Inspector where he has agreed with the site promoters that the site is capable of accommodating “at least 500 dwellings”. The Inspector is waiting for evidence from the County Council in relation to education provision in the village. It is noted that the strong preference of the community is to expand the existing school. It is anticipated that the Formal Local Plan Examination Inspector’s report and any further proposed modifications will be available before the end of 2017.

Planning Application site

This outline application is for the western portion of the allocation site SD7 and is one of a mirror pair of applications submitted by the two landowners concurrently.

Land ownership

The land control within the allocation site is with two separate parties and is shown on Figure 2.

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.

Gleeson Strategic Land Limited controls land (area shaded dark blue on Figure 4). This area extends to approximately 11.73 ha / 29 acres.

Comprehensive approach

To deliver a comprehensive solution for the site, the masterplanning of the site has considered the allocation site both as a whole and as two separate development proposals which can also work independently.

This approach allows for the two parties to bring forward their planning applications independently whilst demonstrating that the requirements of the allocation and wider planning policy objectives are fulfilled. Accordingly, a separate planning application will be submitted by Gleeson Strategic Land Limited in respect of their land.

The analysis section of this document takes into account the wider site allocation in addition to the specific issues for the two development sites.

For clarity, the document will refer to the areas as follows:

- ✧ The allocation site which relates to the area allocated for development in Policy SD7. 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 which relates to the land in the control of the applicant, TLPS. The extent of this land will be shown with a solid or dashed red line on all relevant plans.

FIGURE 2 Land ownership plan



KEY

- Allocation site boundary
- Application site boundary
- Gleeson Strategic Land Ltd
- The Trustees of the Langmead Pension Scheme (TLPS)

FIGURE 3. Aerial photograph of the area



Location and context

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

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

Figure 3. is an aerial photograph of the area and shows the allocation and application sites. Figure 4. shows the allocation site in its 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.

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

The allocation site lies on the south western edge the existing built up area for the village. The eastern boundaries are defined by existing housing development. The western boundary is defined by Drove Lane, the access to Drove Lane Farm.

The northern extents of the site are defined by Main Road and the rear of properties which back onto the site. The disused Portsmouth and Arundel Canal which historically linked nearby the River Arun to Chichester Harbour, runs through the village and through the northernmost part of the site.

The southern boundaries of the site are defined by existing field boundaries provided by mature hedgerows with trees.

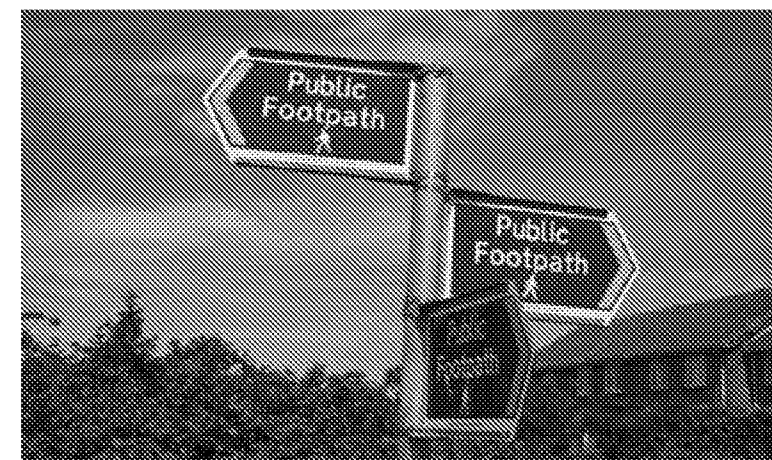
Description

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

- The northernmost field, fronting Main Road/ Yapton Road is defined by iron fencing to the road and Drove Lane. The southern boundary of this field comprises a mature hedgerow which prevents views into the majority of the site from Main Road. The route of the former Portsmouth - Arundel Canal runs east to west the southern part of this field and the land is slightly depressed along its alignment. The field is also included within the Conservation Area and there are a number of Listed Buildings in the locality (see Figure 7).
- Field parcel 2 is a large open field defined on it's north western boundary by Drove Lane with an intervening hedgerow. It's north eastern boundary is a mature hedgerow separating the site both physically and visually from field parcel 1 and the Conservation Area. To the east is a residential estate known as Tack Lee Road with housing backing on to the site. The south eastern boundary is formed by a hedgerow with some individual mature trees.
- Field Parcel 3 is the south east of field parcel 2 and shares it's landscape boundary to the north east. The character of the 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 4.
- Field parcel 4 is a rectangular field defined on all sides by mature hedgerows with intermittent trees.
- The southernmost parcel of land is an L shaped area of land which wraps around the existing housing development in Mill View Road and Gladstone Road. The southern boundary is currently open. The south eastern boundary of this field parcel adjoins Bilsham Road with an intervening hedgerow.



Yapton and Ford Parish Hall in the centre of Yapton



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



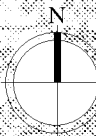
Bilsham Stores on Bilsham Road, close to the site

FIGURE 4. Context plan

- Allocation site boundary
- Application site boundary
- Recreation uses
- School
- Church
- Shopping
- Children's Play Area
- Allotments
- Community Hall
- GP / Medical facility
- Employment uses
- Primary Road Network

FIGURE 2. Site location

15 mins



Landscape

Topography

The 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 site, to 10m Above Ordnance Datum (AOD) 3km to the north of the site.

The site itself is relatively level, at approximately 5m AOD. A number of drainage ditches are found within the site, with localised changes in level in the vicinity of these. A localised depression just south of Main Street marks the route of the disused Portsmouth and Arundel Canal.

Vegetation

The 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 site, primarily comprising of hedgerow and fences, but with some trees.



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



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



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



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

Views

The visual envelope of the proposed development (i.e. areas from where views of the 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 site, and terminates along Bilsham Road. The settlement edge prevents views of the site from further north, within Yapton. Although opportunities for views of the site extend as far the eastern edge of Barnham, these are limited to glimpses.

Receptors that currently experience views into the 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 site or towards the site. The proportion of the view taken up by the site varies with proximity to the site and the screening effect of any intervening vegetation.

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

Ecology

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

The site does not lie within the areas at risk from flooding. The area identified at medium risk for flooding within the allocation site will be dealt with in the planning application for the adjoining site by Glessons.

The design of the development will need to avoid the potential areas of flood near Bilsham Ditch and will ensure there is enough free draining areas and water storage areas in the form of open ditches and flood water detention areas which will compensate for the built development so the site accommodates at least the same amount of surface water as it does currently, if not more.

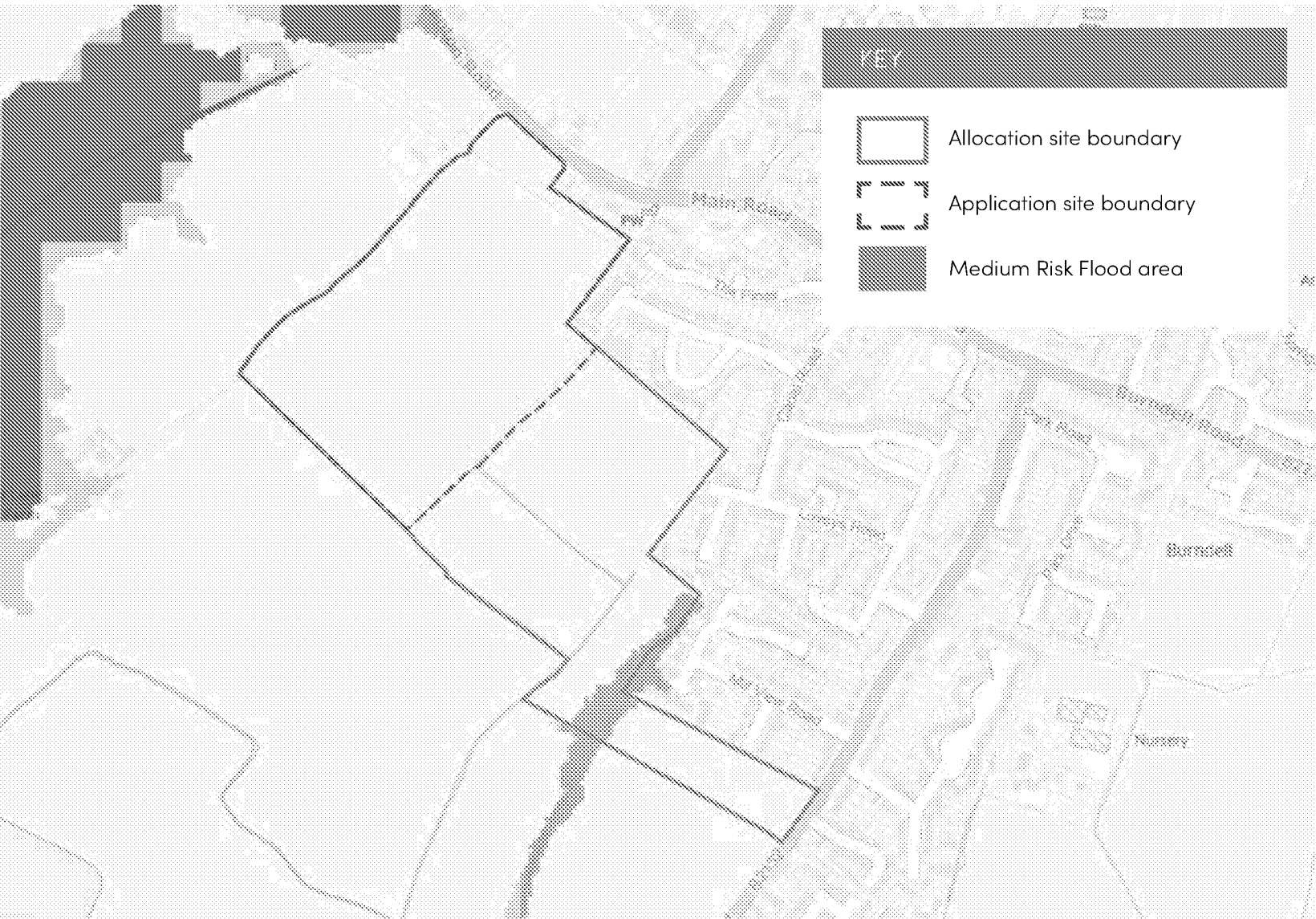


FIGURE 5. Plan showing Environment Agency Flood Risk map

Movement and access

Vehicular access

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

Access to the application site will be provided from Drove Lane.

WSCC have agreed the 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, which has been designed to prevent any worsening of existing traffic conditions.

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. The development will also make significant contributions to junction improvements on the A259 including those at Oyster Catcher and Comets Corner.

Pedestrian and cycle access

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

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

Rights of way

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

- No. 155, outside of the site boundary following Drove Lane connecting Yapton to Flansham to the south west
- No. 157, within the site, linking Drove Lane along the southern and eastern boundaries of field parcel 2 and the south western boundary of part of the site
- No. 200_1, following the alignment of the former Portsmouth - Arundell 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 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 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.



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

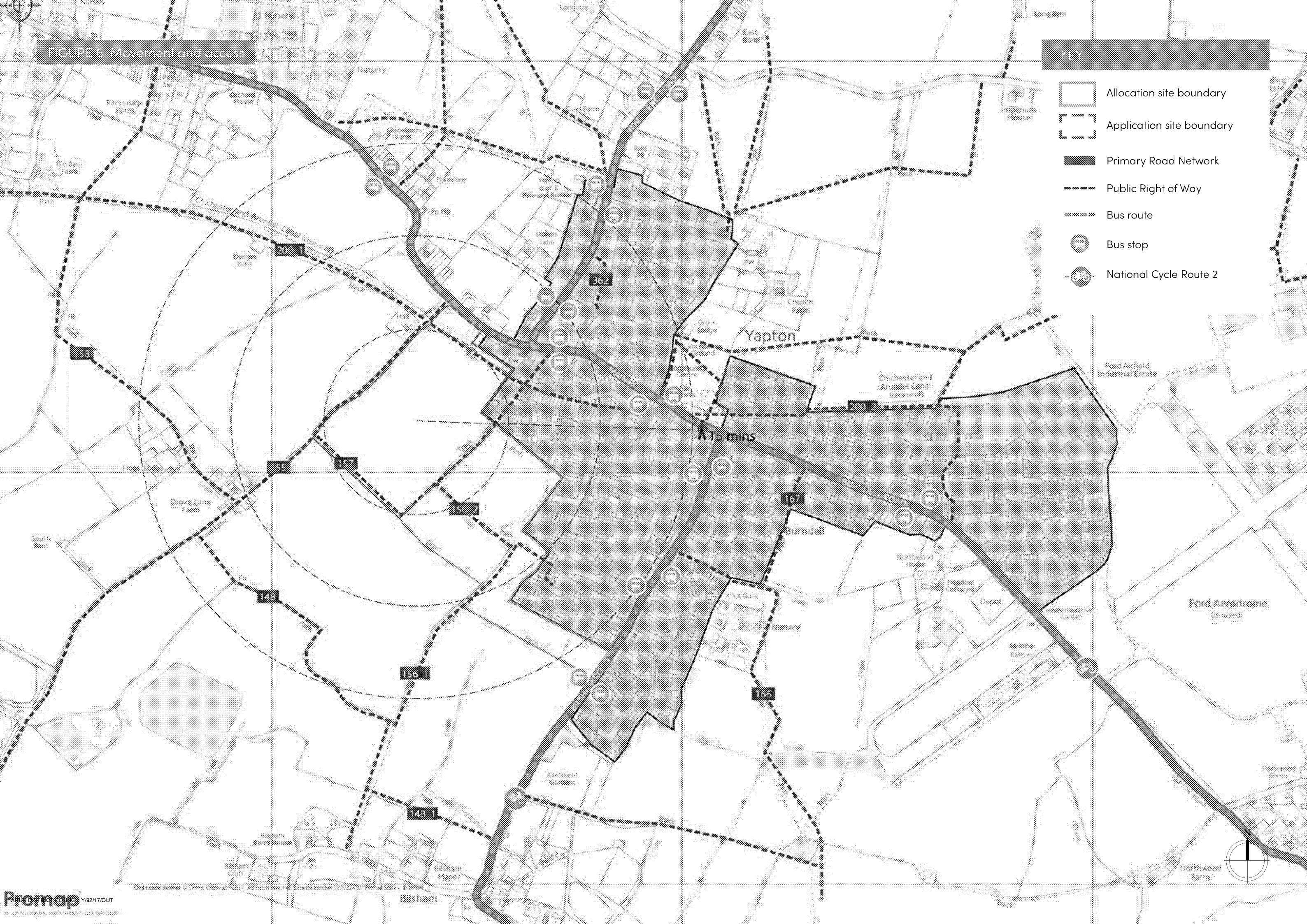


Drove Lane



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

FIGURE 6. Movement and access



- KEY
- Allocation site boundary
 - Application site boundary
 - Primary Road Network
 - Public Right of Way
 - Bus route
 - Bus stop
 - National Cycle Route 2

Cultural heritage

As part of the review of the site, an archaeological assessment was carried by Thames Valley Archaeological Services and a Heritage Assessment carried out by CGMS.

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

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

The allocation site does not lie within an Archaeological Notification Area, however it is located adjacent to one and based on the record of discoveries of Bronze Age and Roman finds, likely to indicate settlements, Yapton Deserted Medieval Village and the Parish of St Mary. An archaeological assessment will be submitted in support of the planning application.

Therefore in summary, the masterplan mitigates against any adverse impact on the 19th century canal, and the Conservation Area. This outline planning application will mitigate against the potential for the discovery of currently unknown archaeological assets (if any) through planning conditions attached to any consent.

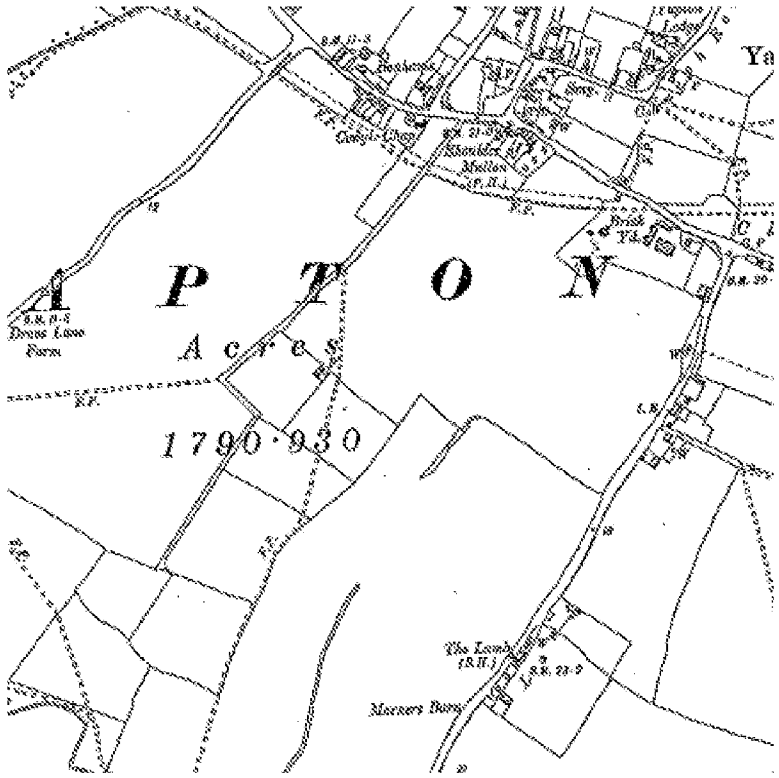


FIGURE 7. Ordnance Survey Map (circa 1896)

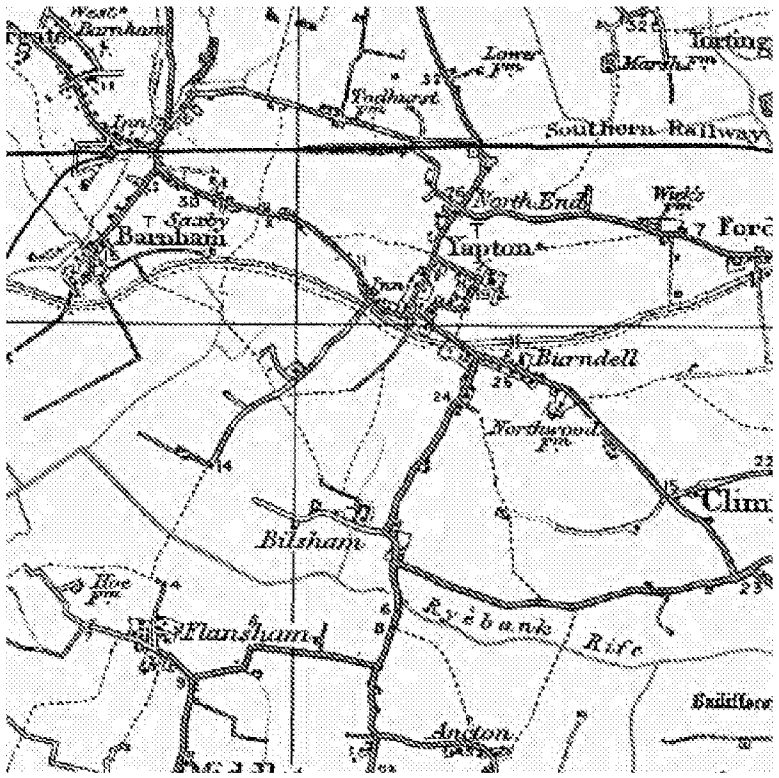


FIGURE 8. Ordnance Survey Map (circa 1919-20)

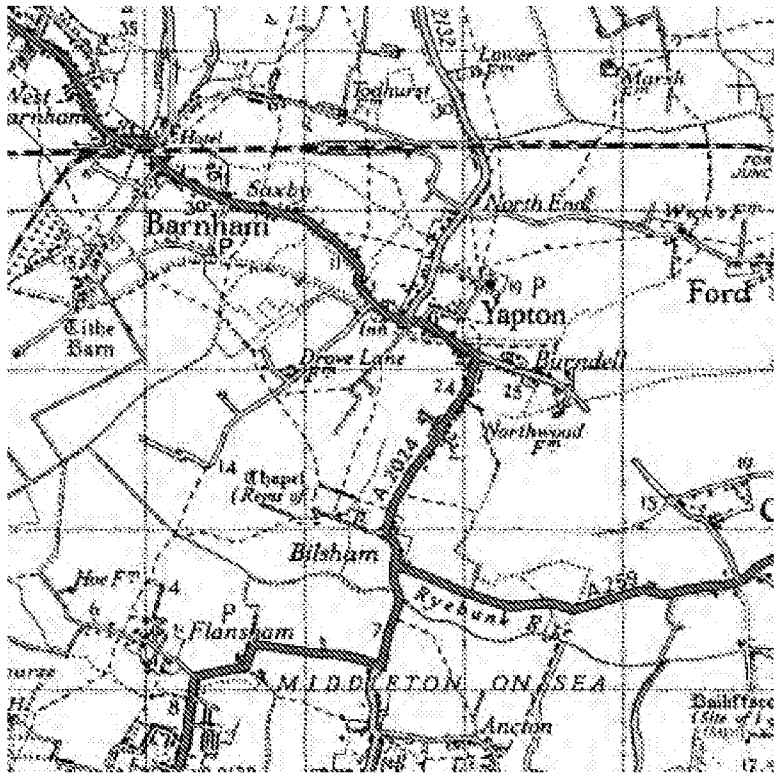


FIGURE 9. Ordnance Survey Map (circa 1940-45)

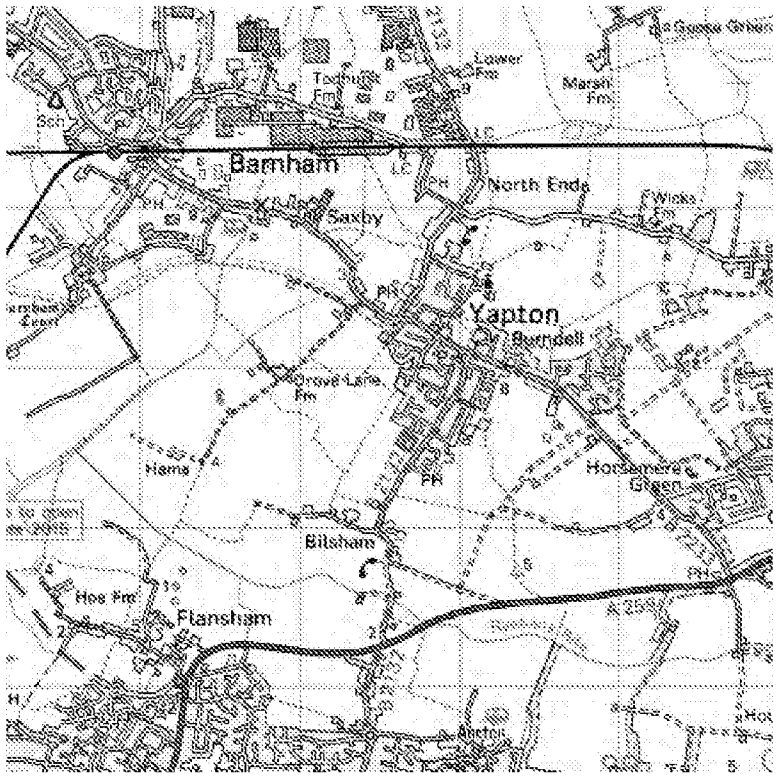


FIGURE 10. Ordnance Survey Map (circa 2014)

Patterns of growth

The historic maps (Figures 7-10) 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 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;

- Housing development north of Blundell Road at Navigation Drive
- New housing at Taylors Close, off Bilsham Road at the southern end of the village
- Planning permission for 34 dwellings on land south of Fellows Gardens

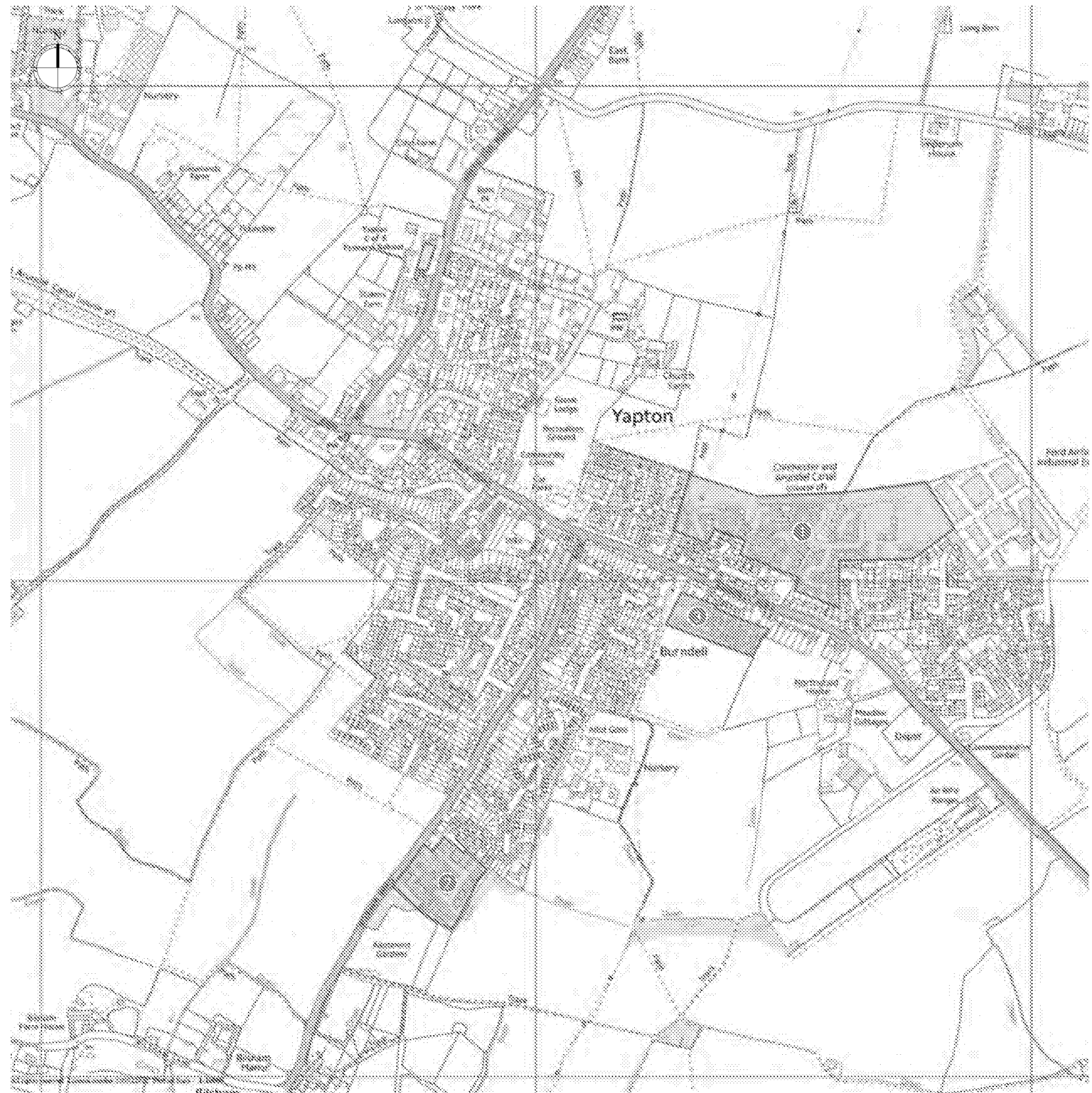


FIGURE 13. Permitted and proposed development proposals in Yapton

Listed Buildings

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

Of particular relevance to the site are;

- Bonhams Farmhouse and Bonhams 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

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

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

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

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



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



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



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



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



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



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

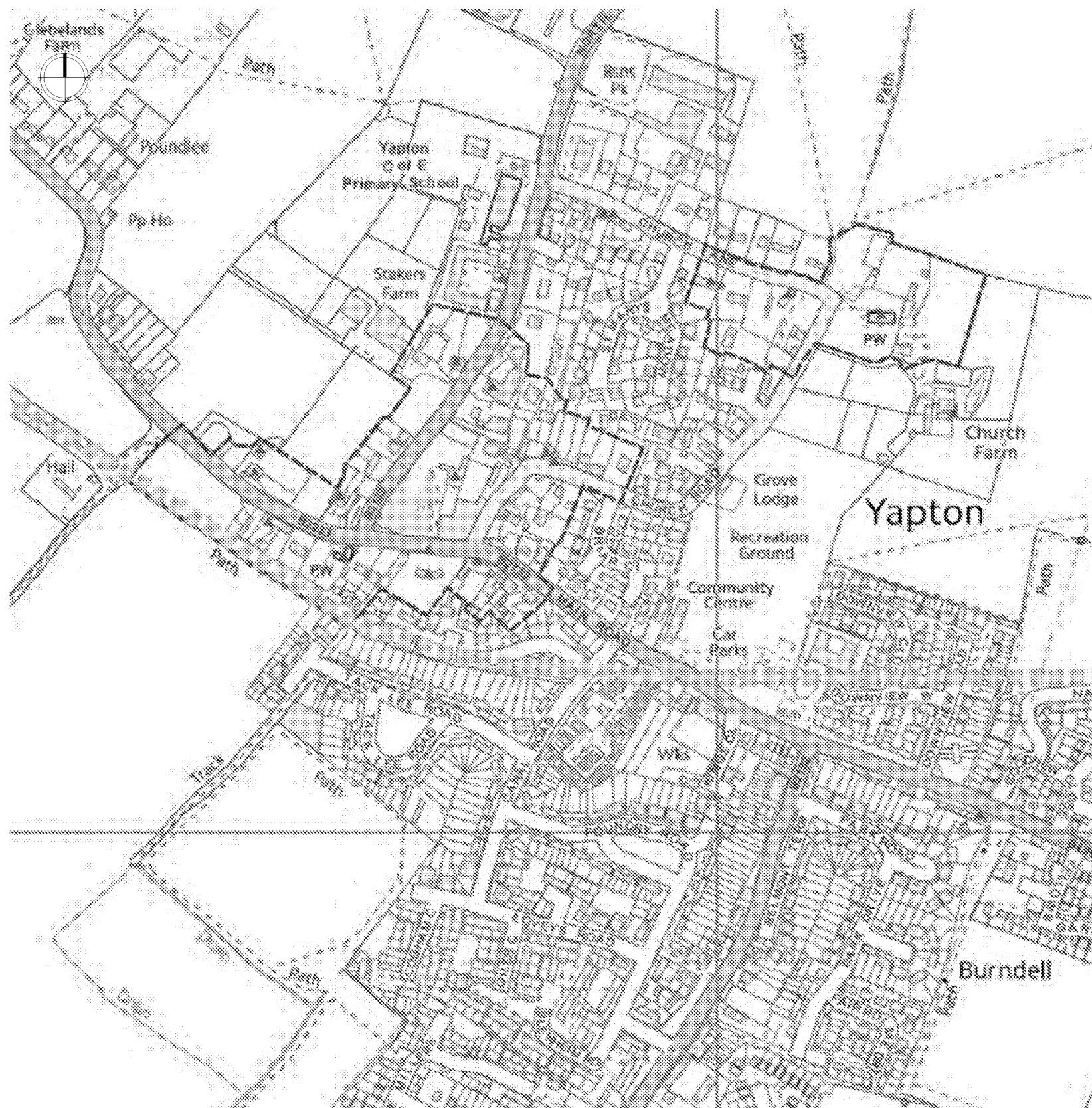


FIGURE 14. Conservation Area and Listed Buildings in Yapton



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



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



Properties in Church Lane with limited privacy strips to the street

Character of development

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

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

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



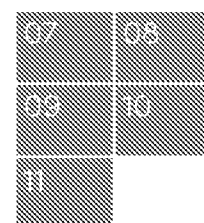
Photographs

01	02
03	04
05	06

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



Photographs



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

Appearance and materials

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

Elevational treatments

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

Roofing

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

Window and door detailing

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

Chimneys

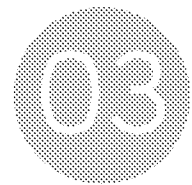
- ✧ Simple chimney stacks (exposed brick finish).

Doors and porches

- ✧ Limited projecting porches
- ✧ Recessed doorways with no porch

Boundary treatments

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



POLICY EVALUATION

A summary evaluation of the relevant planning policy is set out in this section of the document. A separate planning statement has been prepared by Jackson 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. It is anticipated that it will be adopted prior to the grant of planning consent. 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 DMS 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. Cross sections on page X show 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.

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

FIGURE 15. Opportunities and Constraints Plan



7E7

- 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

Design team

The aim of the applicant and design team is to create a proposal for the site 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 – Jackson Planning Ltd
- ✦ Urban Design and Architecture – Richards Urban Design Ltd.
- ✦ Transportation and access – Oddysey Markides
- ✦ Ecology – Lizard Landscape Design & Ecology
- ✦ Drainage – Oddysey Markides
- ✦ Landscape – FPCR Environment and Design Ltd
- ✦ Archaeology – Thames Valley Archaeology Services
- ✦ Arboriculture – PJC Consultancy
- ✦ Heritage – CgMS Heritage
- ✦ Education – EPDS Consultants and Nexus Planning
- ✦ Agricultural Land Classification – Acorus Rural Property Services
- ✦ Built Heritage – CGMS

Developing a masterplan for the allocation site

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



Assessing and understanding the site

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



Being responsive to constraints and opportunities

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

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

- ✦ The opportunity for the layout and spaces to create interest and improve legibility of the development as a place are illustrated through the masterplan.
- ✦ Retain the character of development of the local area with built form and landscape which are appropriate density, scale and design
- ✦ Deliver new buildings and landscape of a high quality to enhance the character of the local area
- ✦ Create a permeable movement strategy within the site making connections to existing rights of way and footways
- ✦ Provide car parking to meet the Council's parking standards to ensure that the parking does not spill outside of the site onto the surrounding roads
- ✦ Enhance the ecological value of the site by providing new native planting / open spaces
- ✦ Provide a SuDS strategy retaining the existing drainage features with potential for additional storage and swales as required
- ✦ Deliver affordable housing within the site to meet local housing needs, in managed clusters
- ✦ Respect the conservation area character and setting of the historic line of the former Chichester to Arundel Canal by retaining the northern parcel of land as open space and setting back the development from the line of the former canal.
- ✦ Creating a new linking villoge street designed for low speeds and direct access to allow a choice of travel routes and integrate the development within the villoge structure

C Creating a vision

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

D Developing a design rationale

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

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

E Engaging

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



FIGURE 16. Vision for the site

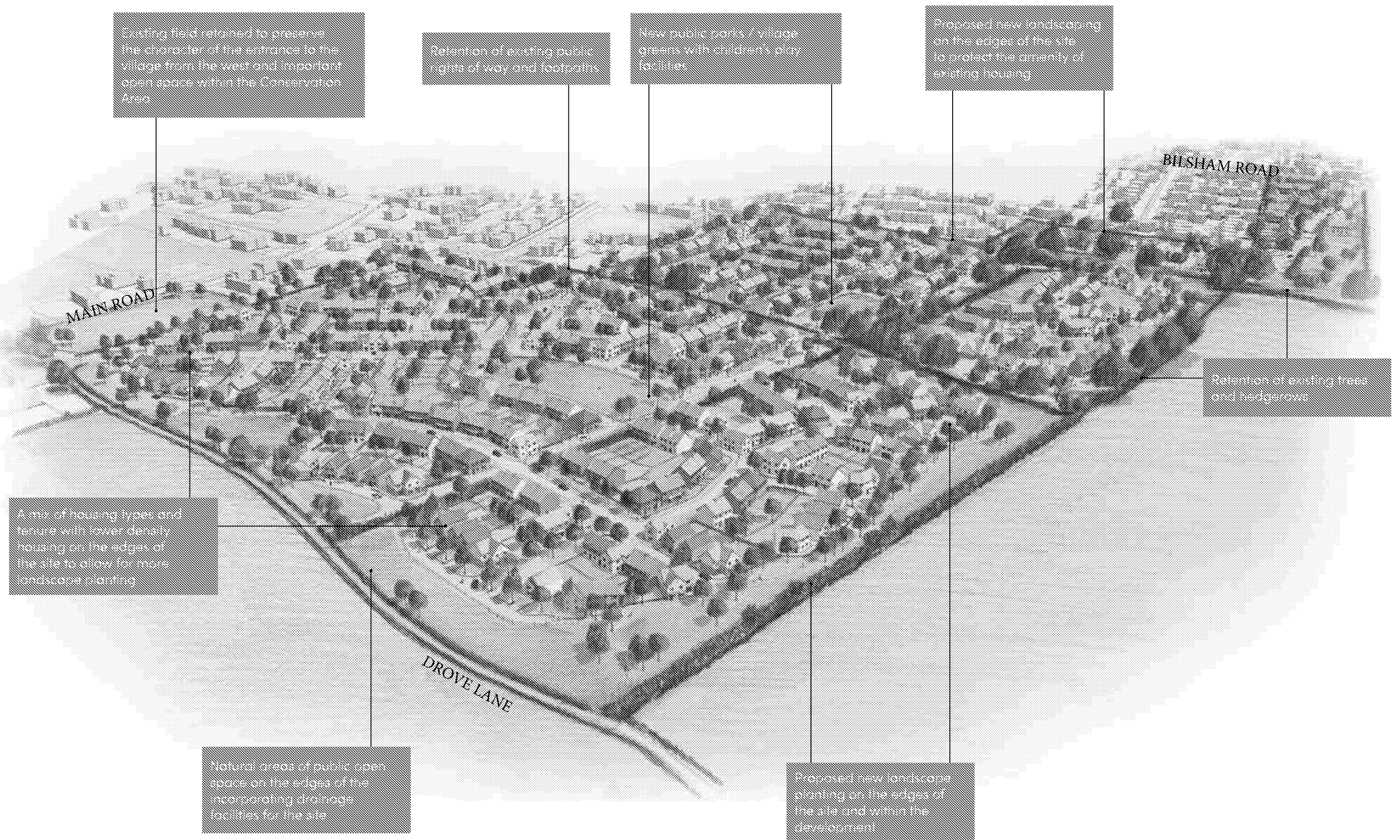


FIGURE 17. Vision for the allocation site



Existing site and vegetation

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



Existing field boundaries will be retained and protected

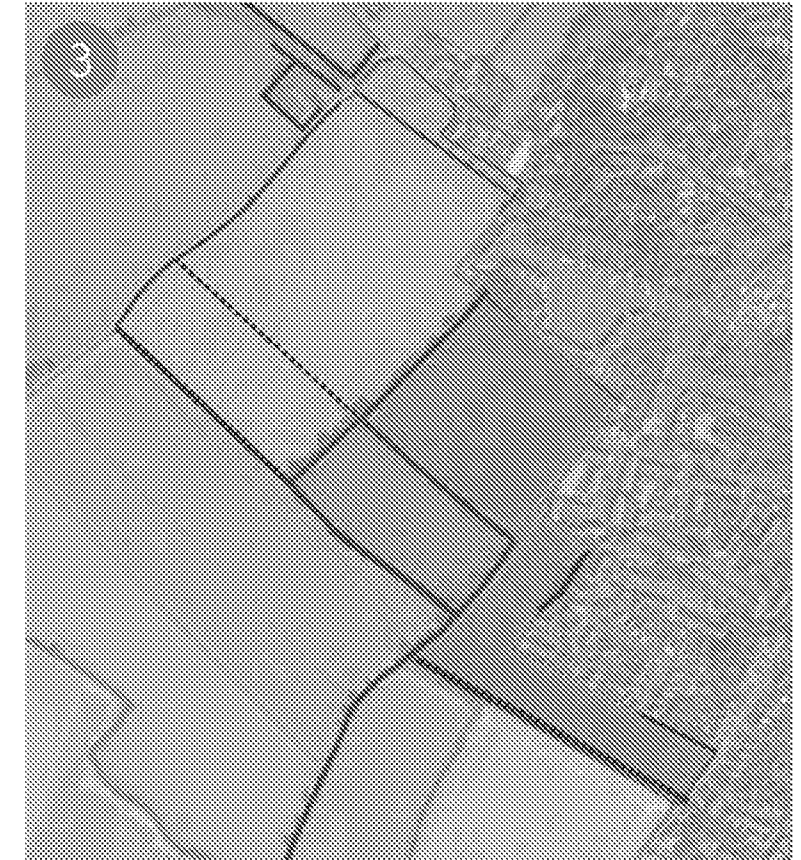


Creating additional structure

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



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



Reinforcing residential amenity

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



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



Respecting the setting and alignment of public rights of way

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

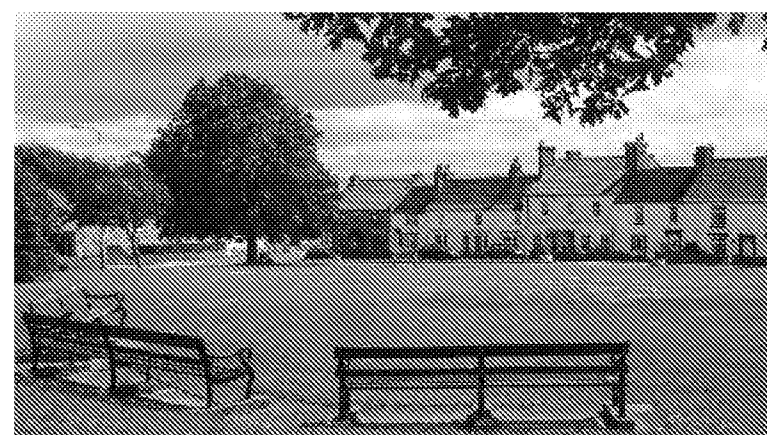


The existing rights of way will be retained and their setting respected as part of the layout of the development



Providing new focal green spaces

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



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



Connecting the green spaces

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



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



Creating landscaped edges

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



Providing a primary street

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

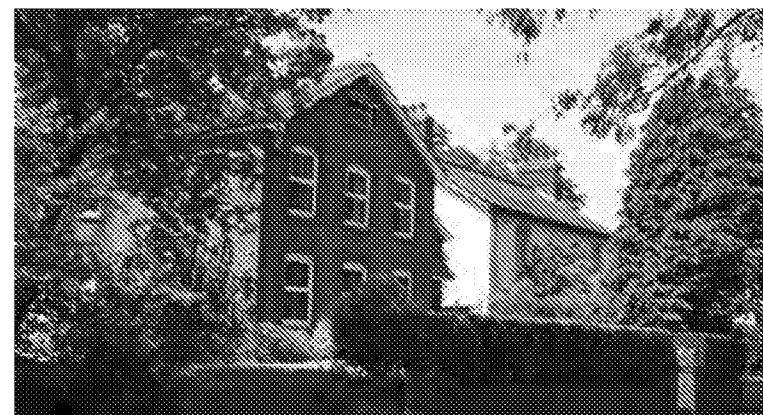
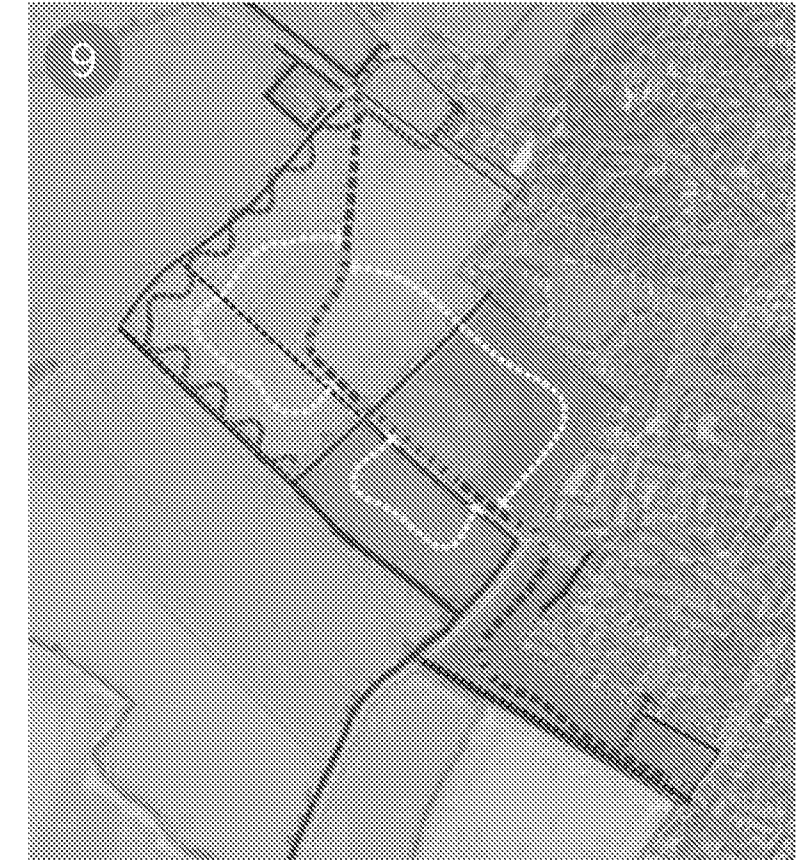


Photo of housing in North End Road with buildings set back but fronting onto the street

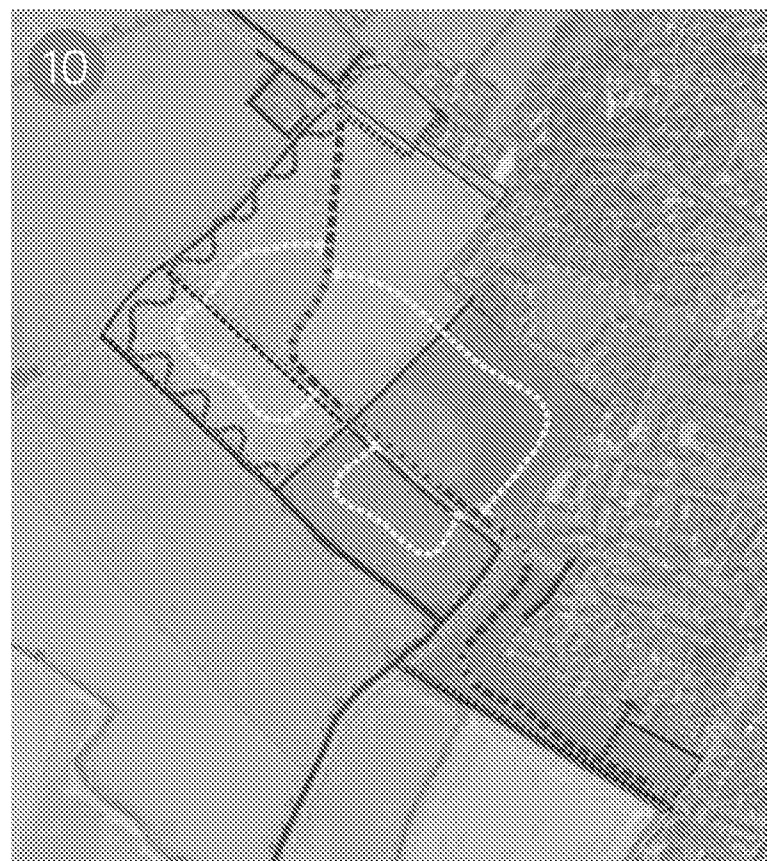


Providing secondary streets

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



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



Taking cyclists through the site

- Providing a new cycle route through the site which utilises a variety of both on road and dedicated cycle lanes (in some cases using shared surfaces along the routes of public rights of way)
- Providing cycle facilities and signage within the site to encourage cycling including potential for links to Sustrans Route 2 and Barnham Station



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



A range of appropriate densities

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



Providing areas for children's play

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



Natural childrens play areas can be accommodated within the green spaces in the development



05 ENGAGEMENT

Community Engagement

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

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

A questionnaire was provided to collect feedback on the proposals.

In summary the key issues which were raised were:

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



Photographs taken at the community engagement event

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

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

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

Pre-application discussions with LPA

A series of pre-application discussions have taken place with both the District and County Council to inform the design and layout of the site.

FIGURE 18. Allocation site masterplan



KEY

- Existing trees retained
- Existing hedgerows retained
- Existing building
- Proposed building
- Focal building
- Residential street
- Lane / Drive
- Emergency access
- Cycle route (on & off road)
- Existing Public Right of Way retained
- Park / amenity greenspace
- Childrens Play Area
- Allotments
- Indicative amenity tree planting
- Indicative structural tree planting
- Location of SuDS feature
- Potential location of pumping station

Allocation site masterplan

Figure 18 is comprehensive masterplan for the allocation site. It shows the following elements:

- 1 Retaining existing vegetation with new additional planting to screen and soften the development edges including those which back onto existing housing
- 2 Retaining the existing public rights of way within the site with new footpaths and cycle links
- 3 Preserving the existing public open space at the northern end of the site with three new focal public open spaces, "greens" within the site. The spaces will include areas for recreation and children's play facilities.
- 4 Providing two new allotment areas for existing and future residents
- 5 Providing landscaped edges to the areas of residential development on the north western and south western boundaries
- 6 Providing a new main access route through the site for vehicles which will be designed to manage speeds at a maximum of 30mph and prevent a "rat run effect"
- 7 Providing up to 550 new homes with a range of densities within the site with higher density in the centre and lower density on the edges of the site. The new homes will include a mix of housing sizes and types and include 30% affordable homes

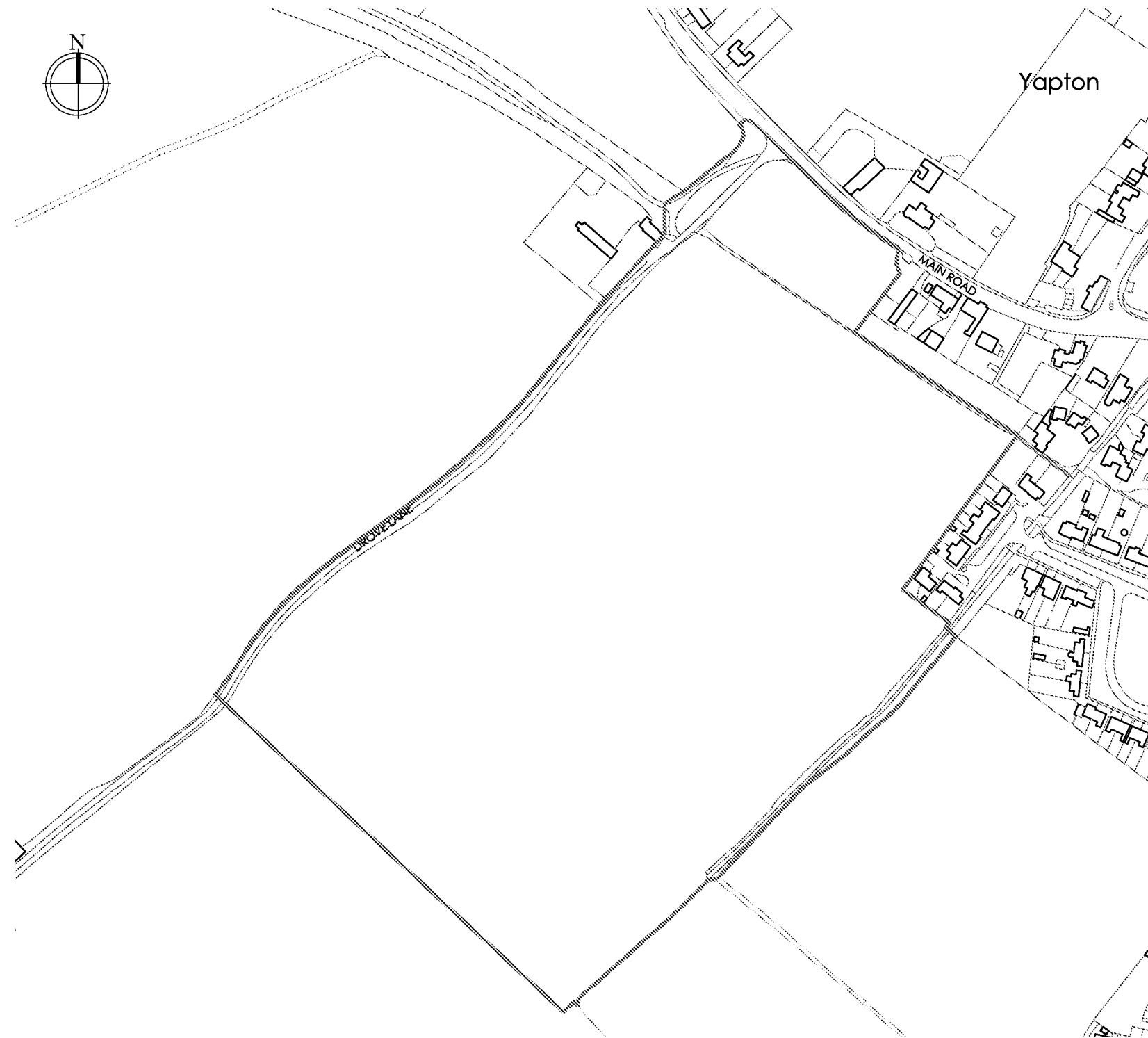


FIGURE 19. Application site plan

The application site

The total area of the site measures 13.1 ha / 32.4 acres and comprises the north western part of the allocation site as shown on Figure 19.

Use

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

Amount

The site layout plan shows the following elements:

- 8.6ha of net residential development area which will provide up to 300 new homes at a medium to low density (23 dph gross density/ 35dph 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 31% of the total site area) incorporating a new local park, informal amenity open space and sustainable urban drainage features.
- A new natural area of play for young children
- An area of land for potential new allotments / open space
- ■ ■ A new combined vehicular and pedestrian access from Main Road
- ▤ ▤ ▤ A combined emergency access / pedestrian and cycle link to Main Road
- ▤ ▤ ▤ A vehicular link to the adjoining development to the south east
- ▤ ▤ ▤ A pedestrian / cycle link to the adjoining development to the south east
- ▤ ▤ ▤ Strategic planting on the southern boundary of the site to contain and screen the development and new planting within the site and on the existing boundaries of the site to safeguard the amenity of existing properties and enhance the character of the area



FIGURE 20. Land use strategy for application site

Layout

The illustrative site layout has been prepared to demonstrate how the development could be laid out to respond to the opportunities of the 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 site and on its boundaries with enhanced landscape planting to reinforce the boundaries of the 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 site and local area
- ✧ New areas of public open space in the centre and at the northern end of the site incorporating a natural area of play for young children, a kickabout area / local park and large areas of natural greenspace incorporating sustainable urban drainage features
- ✧ A new vehicular/ pedestrian / cycle access from Main Road running through the site connecting to the adjoining site with an emergency / pedestrian / cycle link to Main Road
- ✧ Retention of existing public rights of way along their existing alignment with new pedestrian links
- ✧ A new 3m wide shared cycle / pedestrian link through the site which will connect to the adjoining site, through to Bilsham Road
- ✧ Buildings which are predominantly two storeys in height with the potential for landmark buildings at key locations within the 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 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.
- ✧ Respect the conservation area character and setting of the historic line of the former Chichester to Arundel Canal by retaining the northern parcel of land as open space and setting back the development from the line of the former canal



FIGURE 21. Illustrative masterplan