

Detailed layout considerations

With regards the detailed layout of the individual dwellings and open spaces, the illustrative masterplan shows this a high level only. The block layouts show that 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 site and the need to maximise the effective use of the 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.

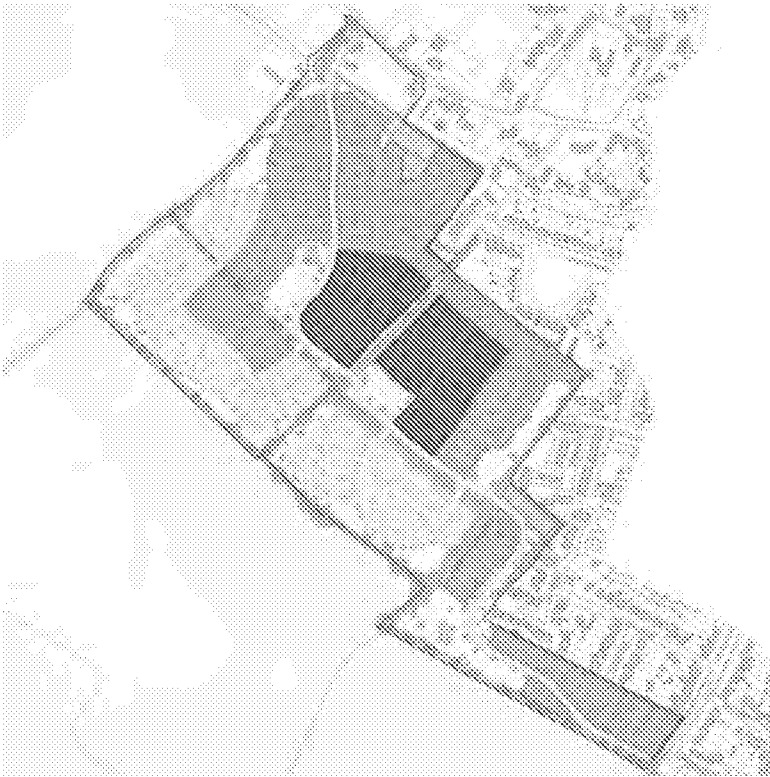


FIGURE 22. Density strategy for allocation site



FIGURE 23. Density strategy for the application site

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 density strategy (Figure 23.) 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 site adjacent to the main access road through the site with medium and lower density on its fringes to provide transition between the edges of the site
-  Medium density areas where they adjoin the existing housing area (also medium density)
-  Lower density on the south western edge of the site where it adjoins the open countryside

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 site.

Mix of dwellings

The exact mix of dwellings will be determined at the reserved matters stages. To demonstrate that the 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 masterplan is as follows:

Unit	No. of units	% mix
1 bedroom apartment	36	12
2 bedroom apartment	8	3
2 bedroom house / bungalow	88	29
3 bedroom house / bungalow	105	35
4 bedroom house	63	21
	300	

TABLE 1. Total indicative mix of units

Affordable housing

The indicative masterplan allows for 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 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	32	35
2 bedroom apartment	4	5
2 bedroom house	25	28
3 bedroom house	21	23
4 bedroom house	8	9
	90	

TABLE 2. Indicative mix affordable of units

The site 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 masterplan shows a mix of housing sizes for the market element with 210 dwellings in total.

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

Unit	No. of units	% mix
1 bedroom apartment	4	2
2 bedroom apartment	4	2
2 bedroom house / bungalow	63	30
3 bedroom house / bungalow	84	40
4 bedroom house	55	26
	210	

TABLE 3. Indicative mix of private units

Landscape

The key landscape characteristics are shown on Figure 24. for the allocation site and are defined by the following:

West Sussex Landscape Character Assessment (2003)

- A low density of hedgerows and hedgerow trees with occasional shelterbelts.
- Few trees or hedgerows, partly as a result of Dutch Elm Disease, from the 1970s and the Great Storm of 1987 and overall high quality agricultural land, although, where they do exist, they form prominent features.

Land Management Guidelines for the Chichester to Yapton Coastal Plain

- Establish new vegetation features by the planting of hedgerows and tree clumps in field corners and along roadsides, especially those approaching settlements.
- Maintain and strengthen field boundaries such as hedgerows and shelterbelts.
- Link up existing remnant hedgerows and tree lines to re-establish coherent field boundaries and wildlife corridors.

Arun District Landscape Study (2006) Bilsham Coastal Plain

- Enclosed rural arable landscape, separates Bilsham and Yapton, partially in floodplain

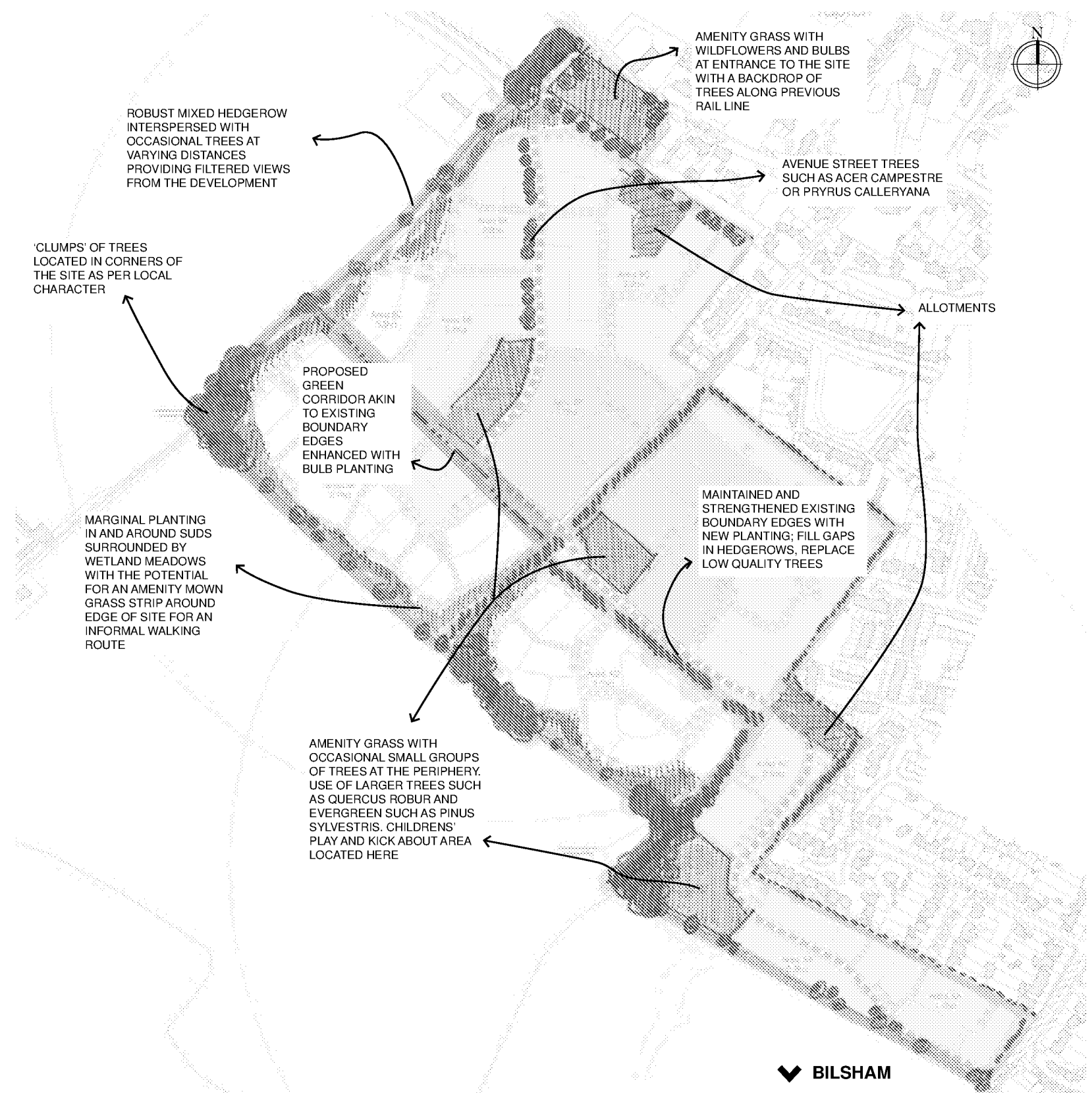


FIGURE 24. Landscape strategy for allocation site (FPCR)

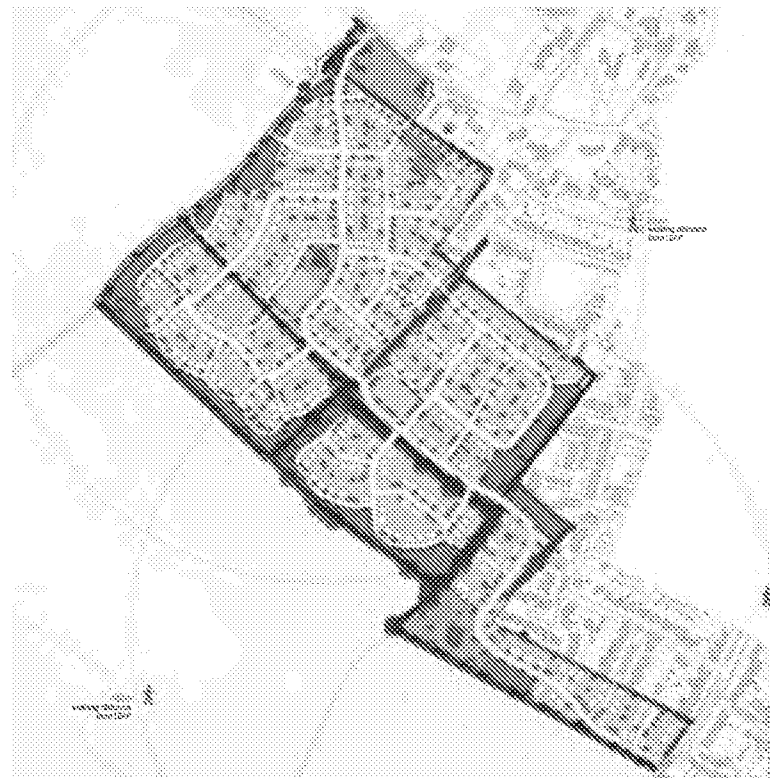


FIGURE 25. Landscape and open space strategy for allocation site

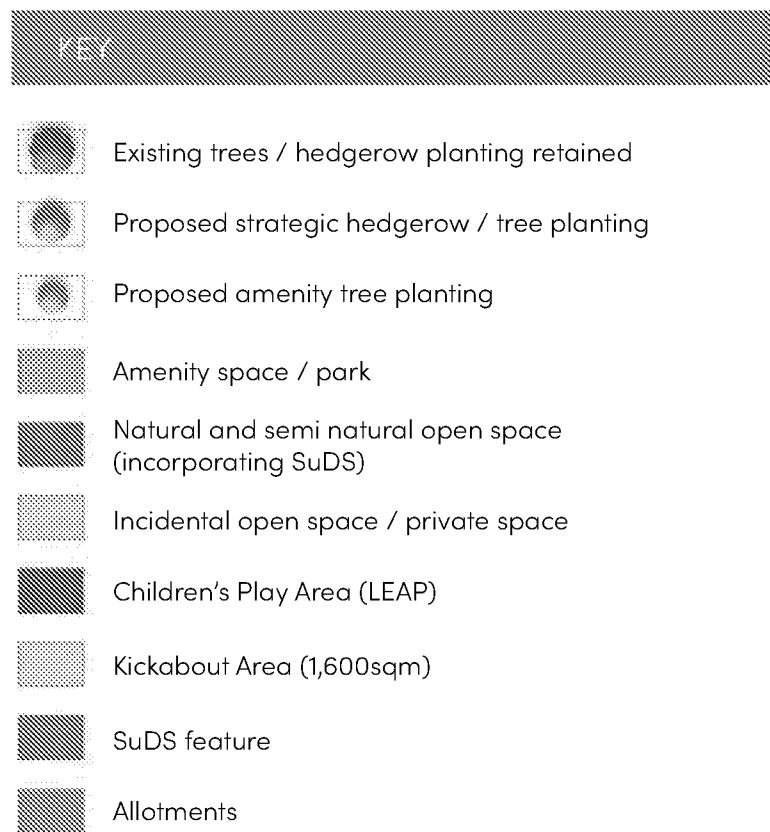


FIGURE 26. Landscape and open space strategy for the application site

Public 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).

The table below shows the requirements and provision of public open space within the application site.

Open space category	Requirement no per 1000	Requirement for 400 dwellings	Provision in masterplan
Allotments and community gardens	0.25	0.19	0.19
Amenity green space	1.07	0.80	0.8
Natural and semi natural open space	0.5	0.37	2.8
Parks and gardens	0.2	0.15	0.15
Provision for children and young people	0.04	0.03	0.04

TABLE 4. Public open space requirements and provision

Design and layout

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

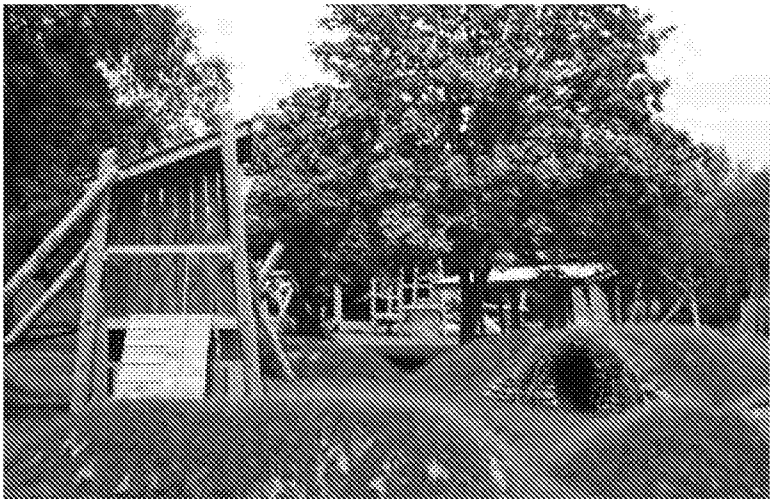
- The retention and wherever possible, reinforcement or replacement, of the existing vegetation within the areas of public open space and in particular where the open space bounds the edges of the site to maintain the physical and visual enclosure to the site from the wider landscape;
- The retention 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, hibernaculum, bird boxes and gaps within fencing (for hedgehogs) will be incorporated.
- The introduction of a dedicated play space – a LEAP within the open space, which serves the application 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 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 locally equipped play space (LEAP) is to be developed in liaison with Arun District Council. The LEAP is to be naturalistic in its design, to reflect its location on the edge of the 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 on site give children the opportunity to create their play features.



Examples of open space design and layout

Character

The character will be defined by both the spatial arrangement of areas, the density and the characteristics of the streets and spaces within these areas.

There are principally four different kinds of urban streets / areas. Their characteristics assist in both defining the hierarchy of the streets, legibility and movement within the development and the relationship of built form, streets and spaces within the site.

Within the allocation site, 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.

The character of the areas, streets and key buildings are shown on Figure 27. as follows:

Density

- Higher
- Medium
- Lower

Street character

- Main Street
- Residential Streets
- Green Drives
- Courtyard
- Key building location



FIGURE 27. Character areas and key buildings

Main Street

The illustrative site layout plan shows a Main Street which runs through the site providing the principal access to the development from Bilsham Road through to Yapton / Main Road.

The character of the street can be defined by the following features:

- ① A road width of 5.5m with 2m footways on one side. The footway/ carriageways will be widened in certain areas to allow for cycle lanes / paths
- ② Buildings overlooking the street set back from the street with medium length front gardens including trees
- ③ Built form in a variety of arrangements including detached and semi detached buildings.
- ④ Front gardens defined by walls, timber fences, hedgerows
- ⑤ Buildings up to 3 storeys in height with two storey dwellings have scope to incorporate accommodation in the roof
- ⑥ Car parking will be provided on plot with direct access to the street.

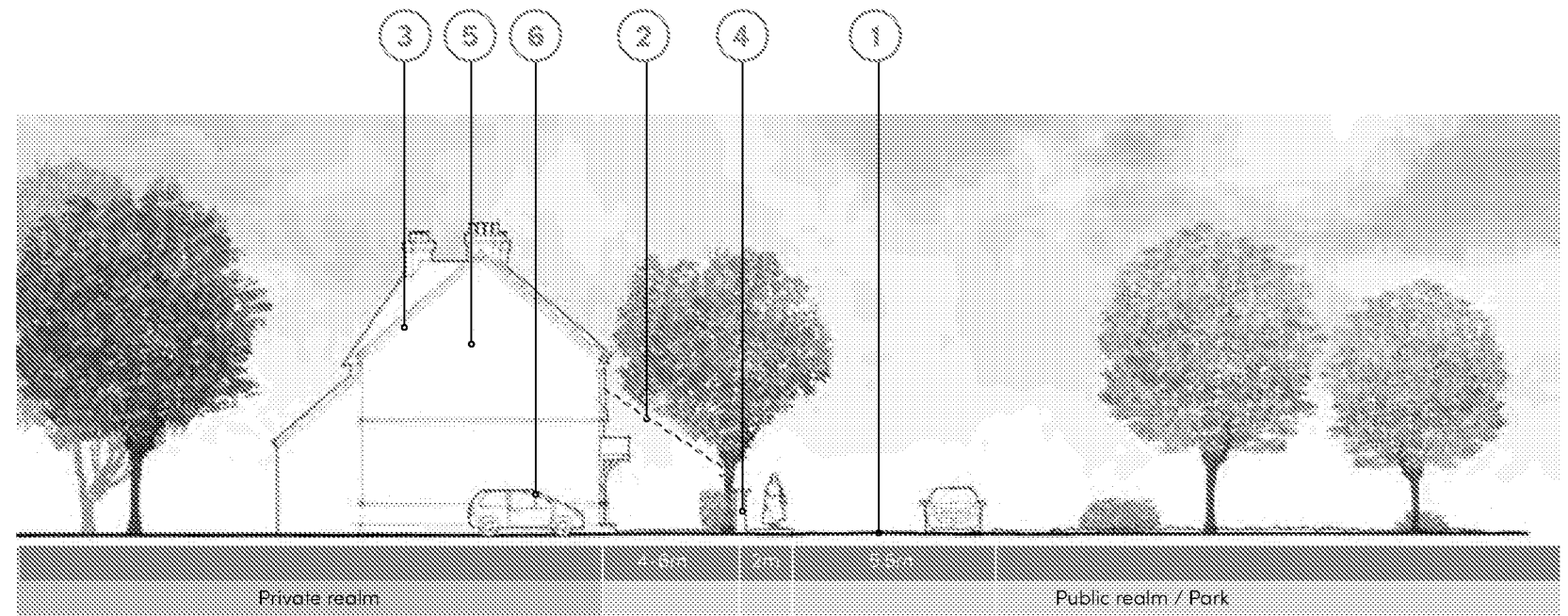


FIGURE 28. Typical section through the Main Street



FIGURE 29. Illustration showing the character of development in the Main Street character areas

Residential Street

The illustrative site layout plan shows a number of residential streets which are accessed from the Main Street to serve the housing areas.

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
- ⑤ Buildings 2 storey 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.

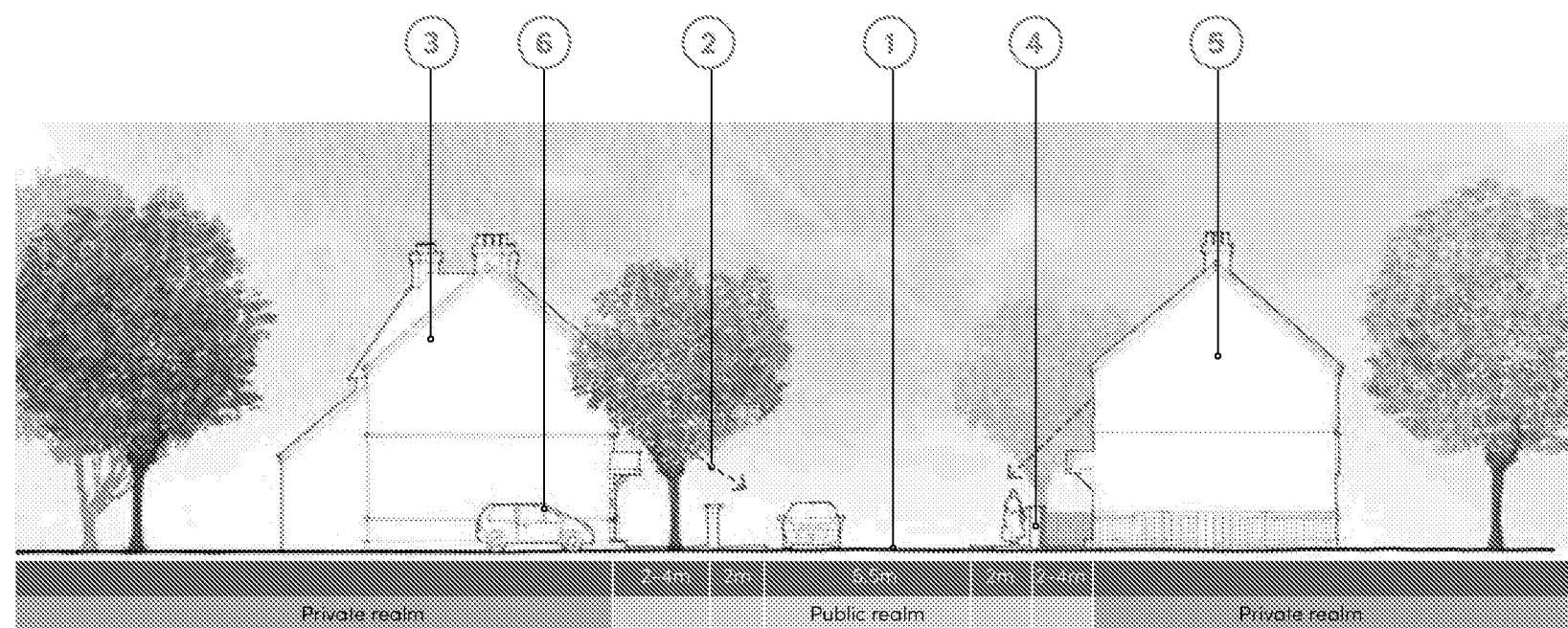


FIGURE 30. Typical section through the Residential Street



FIGURE 31. Illustration showing the character of development in the Residential Street character areas

Green Drives

The illustrative site layout plan shows a series of Green Drives which could define the edges of the residential development area and areas where the urban form adjoins areas of public open space.

Their character responds to relationship between the informal open space and built form and to the longer distance views into the site.

The built form and massing has been broken down into predominantly detached buildings with a few short clusters of buildings. Planting is provided between buildings and in front of the properties to provide a transition with the open space and urban edge. The buildings front onto a shared surface which provides limited access for vehicles and controls speeds through its width and alignment. Lighting will also be reduced in these parts of the site.

The existing and proposed hedgerows and trees on the edges of the site will be retained and supplemented to set the development into a treed structure.

The character of the Green 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 short to 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 to the carriageway.

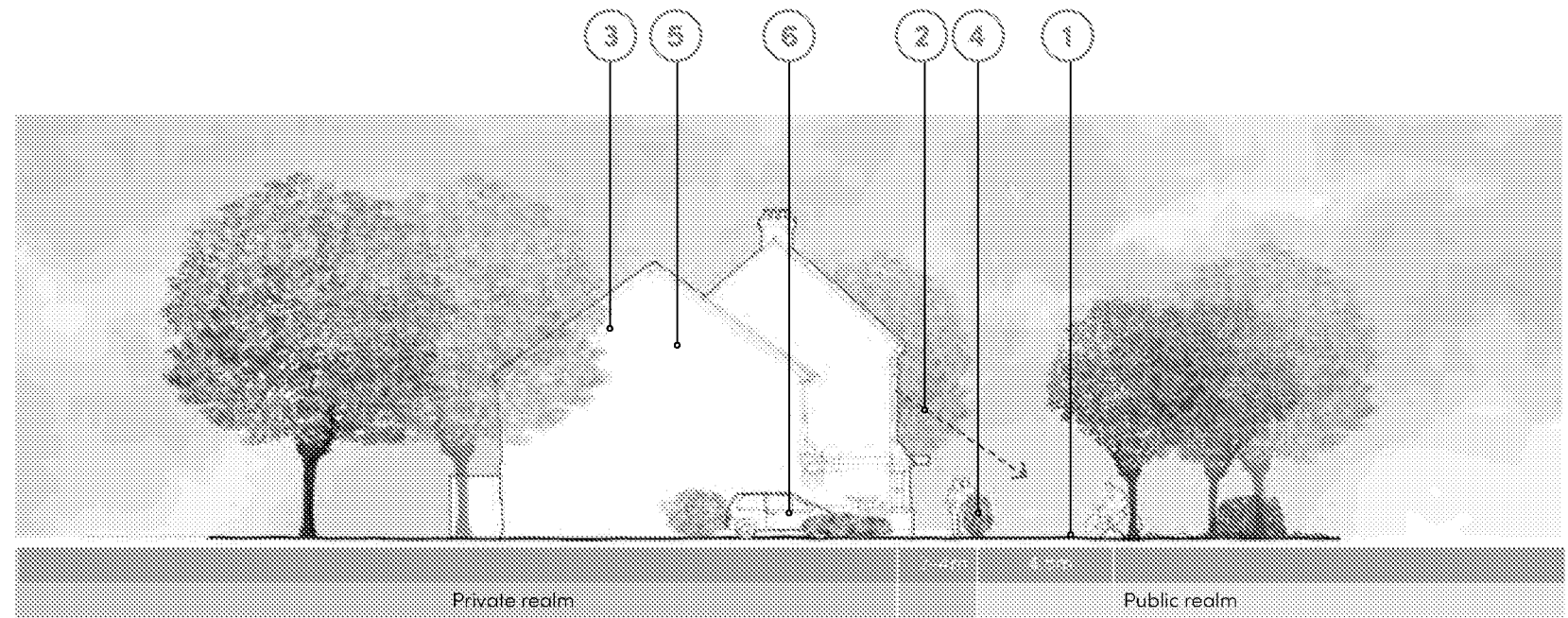


FIGURE 32. Typical section through the Green Drive



FIGURE 33. Illustration showing the character of development in the Green Drives character areas

Courtyards

The Courtyard areas provide an opportunity for small clusters of units with car parking areas.

The character of the Courtyards will be predominantly defined by a mix of hard and soft landscaping with buildings fronting onto open parking areas.

The character of the Courtyards can be defined by the following features:

- ① A space between buildings which provides both access and parking for properties. Dedicated footways for pedestrians are provided to the sides to manage the parking and provide safe access to properties. This footway could be defined by either raised pavements or bollards.
- ② Buildings overlooking the courtyard with very small areas of private front amenity space.
- ③ Built form predominantly in semi detached and terraces
- ④ Front gardens defined by either low walls or changes in surface materials only
- ⑤ Buildings predominantly 2 storey in height with the potential for some buildings to incorporate accommodation in the roof
- ⑥ Car parking will be provided in the courtyard

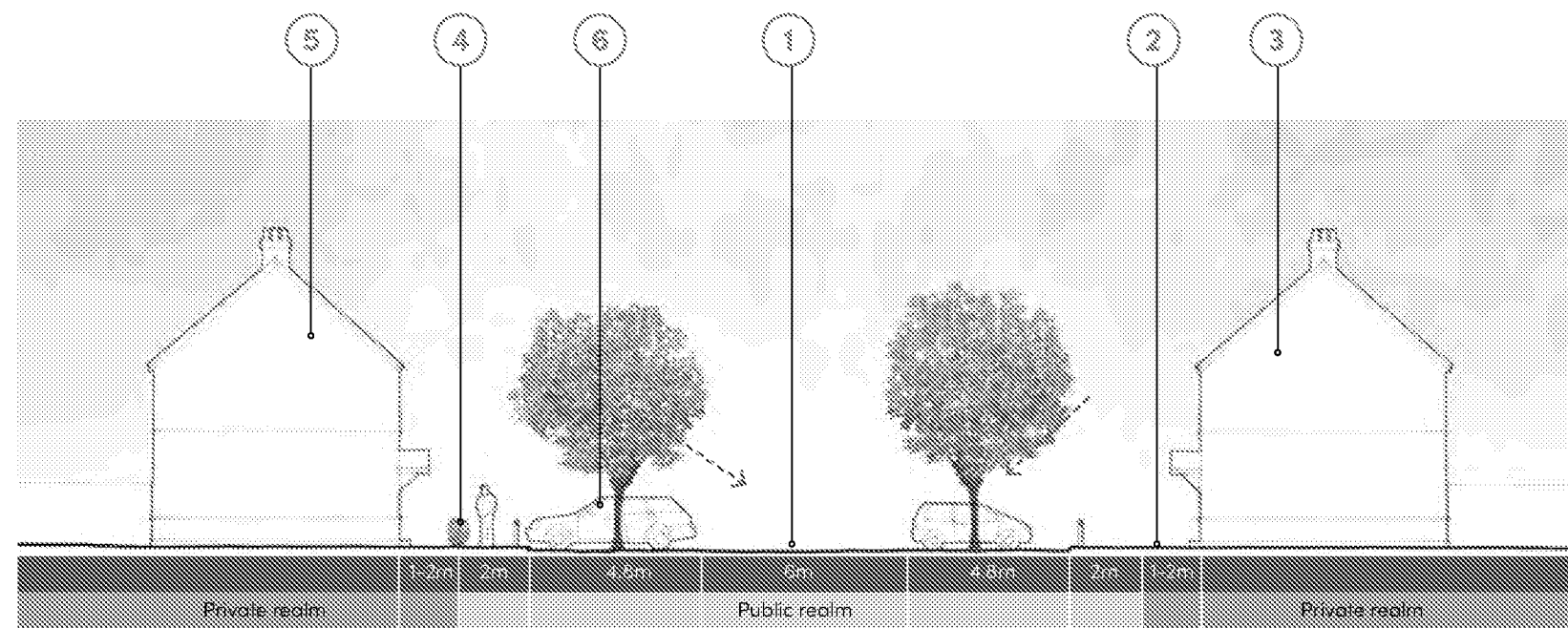


FIGURE 34. Typical section through the Courtyards



FIGURE 35. Illustration showing the character of development in the Courtyard character areas

Appearance and materials

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

The approach to the design and appearance of the buildings and spaces draws heavily on the existing character of Yapton and the wider parish and West Sussex area.

Whilst a traditional approach has been shown in this document there is scope for interpretation of the design features using a more contemporary approach.

It is envisaged that the development will utilise a fairly limited palette of materials relying more on architectural detailing and design to promote identity than material. This is more in keeping with the traditional approach to building utilising locally sourced materials where possible. Whilst built form within the site should have unity in materials and design principles, a standard approach to the design of dwellings should be avoided where possible.

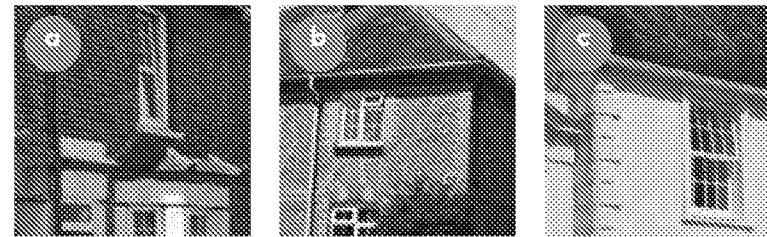
The palette of materials should reflect the local vernacular responding positively to the character of the area. The use of material and level of detailing should reflect the character of the area and the function of the buildings.

All materials will need to be agreed with the Local Planning Authority in advance of development. Some of the key design features which could be incorporated within the development include:

Elevations

Elevations will be generally flat with some projecting bays at ground floor or two storey projecting gables.

Porches are generally projecting features either stand alone or integrated into bays or gables.



The proposed elevations include use of the following materials:

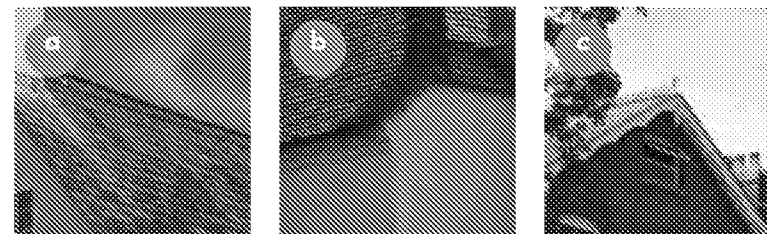
- ✧ Red brick (a)
- ✧ stone (b)
- ✧ Render (natural or muted colours) (c)

Roofs

Roof pitches may vary according to design and material.

Roofs and eaves within the development should:

- ✧ be clay or grey slate colour with plain tiles (a)(b)
- ✧ generally have simple or open eaves detailing with limited opportunities for decorative fascias on key buildings (a)(b)
- ✧ soffits and fascias where provided should be white (c)

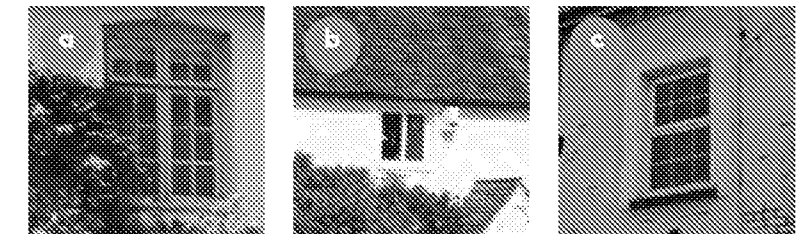


Windows

The appearance of windows is 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 design of each individual part can materially affect the overall proportions and appearance of the window, leading to an alteration in the appearance of the property. In proportion the windows and their design should respond to the rhythm of the elevation with either the horizontal or vertical emphasis.

Windows within the development should:

- ✧ Be recessed from the elevation of the building (a)
- ✧ Where obscure glazed, not be on the front elevation of the building
- ✧ Predominantly white frames (not dark stained hard wood) (a) (b)(c)
- ✧ Include sills and lintels or brick headers or surrounds (a)(c)



Doors

As with windows there is a clear role for modern materials and design solutions but their use requires careful consideration. Doors within the development should where possible have the following characteristics:

- ✧ Where possible, front doors should be natural timber as opposed to UPVC or metal
- ✧ Where they are painted to be predominantly black or white with some other primary colours
- ✧ Have a natural or white painted frames (not dark stained hard wood)
- ✧ Be recessed from the main elevation and avoid steps up, providing level access

Heritage assets

The cross sections at Figure 36 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.

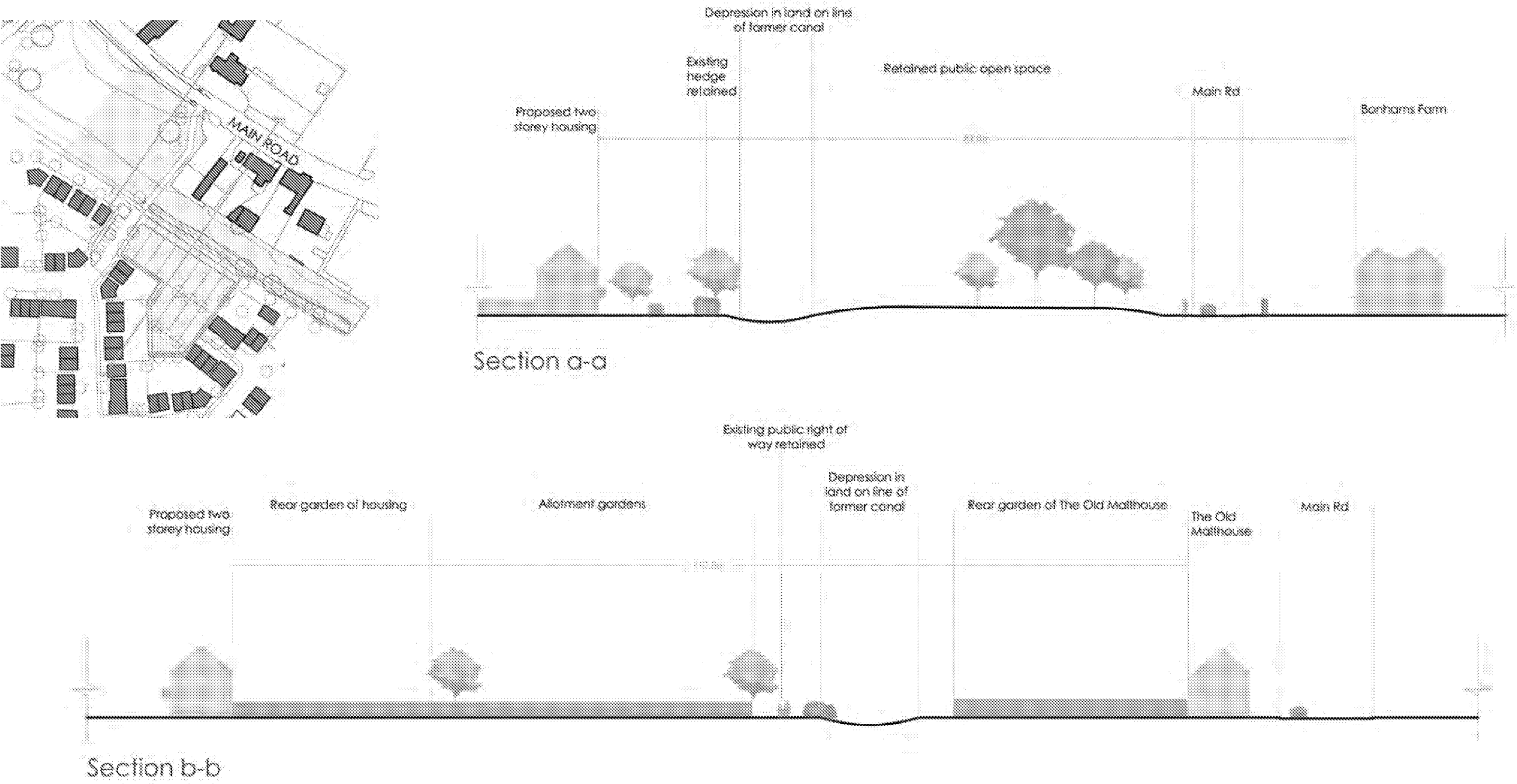


FIGURE 36. Indicative cross sections showing relationship between the proposed housing and existing Listed Buildings in Main Road

Movement, access and parking

Vehicle access

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

An emergency / pedestrian and cycle link will also be provided from Main Road further east.



FIGURE 37. Movement and access strategy for allocation site



FIGURE 38. Movement and access strategy for application site



2.4m x 59m VISIBILITY SPLAY TO APPROXIMATE CARRIAGEWAY EDGE

EXISTING ACCESS TO FARM REAINED

WIDEN EXISTING DROVE LANE TO 5.5m WITH MINIMAL IMPACT ON CONSERVATION AREA

2.4m x 59m VISIBILITY SPLAY

Elm Barn

POTENTIAL LOCALISED WIDENING OF EXISTING NARROW FOOTWAY (INDICATIVE)

POTENTIAL LOCATION FOR UNCONTROLLED PEDESTRIAN CROSSING TO LINK TO EXISTING FOOTWAY

POTENTIAL LOCATION OF 3m SHARED FOOTWAY / CYCLEWAY TO LINK TO EXISTING FOOTPATH NETWORK.

Canal Cottages

FIGURE 39. Proposed access arrangements for the site

Pedestrian and cycle access

There is a cycle route proposed which runs through the centre of the 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 site into the adjoining site.

All of the alignments of the existing Public Rights of Way have been retained within the 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.

Car and cycle parking

Car parking will be provided either on plot or within defined parking areas within the 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 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 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 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 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.

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 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 Urban 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.

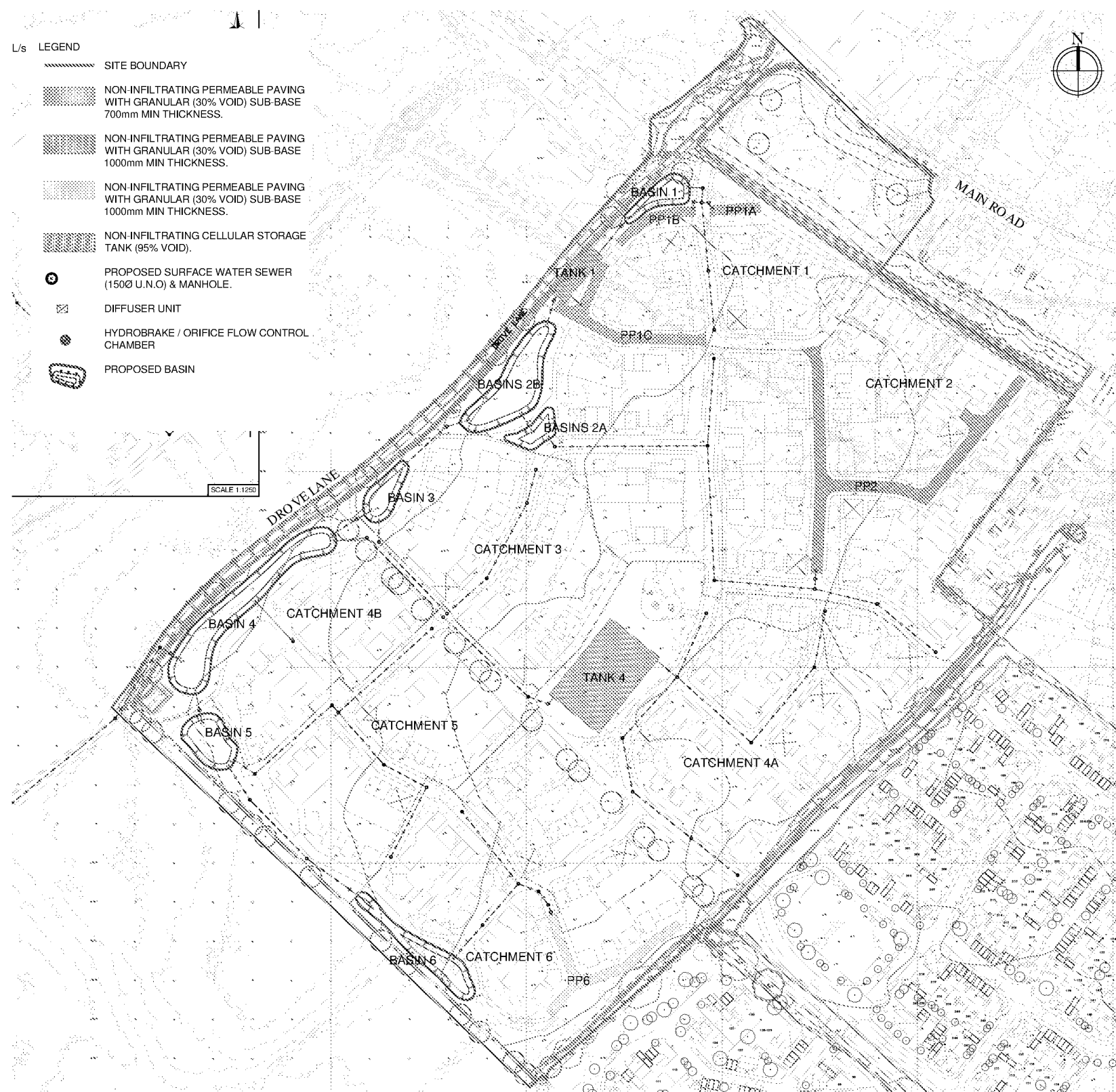


FIGURE 40. Plan showing Sustainable Urban Drainage Strategy for the site

Drainage

Surface Water Drainage Strategy

The proposed drainage strategy is shown at Figure 39. This includes the use of permeable paving and a surface water attenuation feature at the northern end of the site.

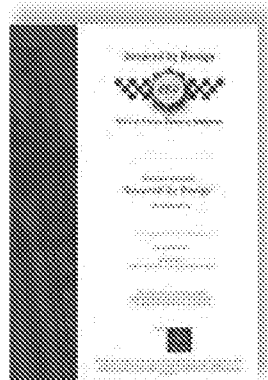
All SuDS features will be designed in accordance with best practice (National Policy, EA and CIRIA guidance) and cater for the 1 in 100 year flood event plus 30% to allow for the predicted impacts of climate change over the lifetime of the development. Therefore the development will not increase flood risk to existing development off site for flood events up to an including the 1 in 100 year plus 30% climate change.

Foul Water Drainage

The foul water drainage strategy proposals are for foul water flows from the development to connect into the existing mains network under the provisions of the Water Industry Act 1991.



Example of sustainable urban drainage



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 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.

KEY

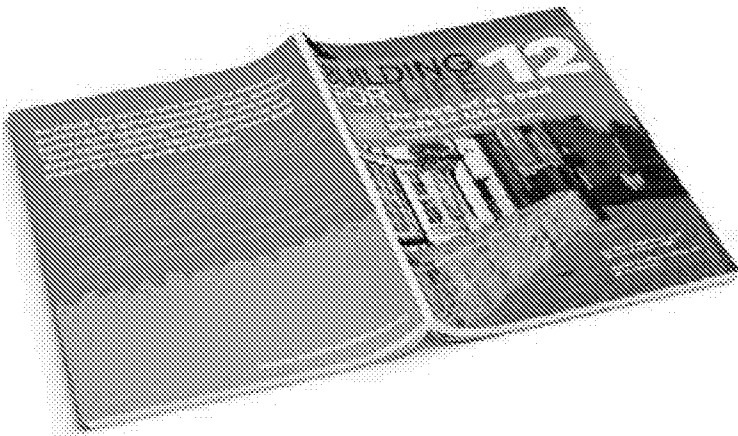
- Perimeter block structure
- ▨ Active frontages overlooking streets and spaces
- ◆◆◆ Key pedestrian routes overlooked
- Open spaces overlooked
- Natural play area overlooked
- Allotments



FIGURE 41. Secured by Design Strategy for the site

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 43 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 Main 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.

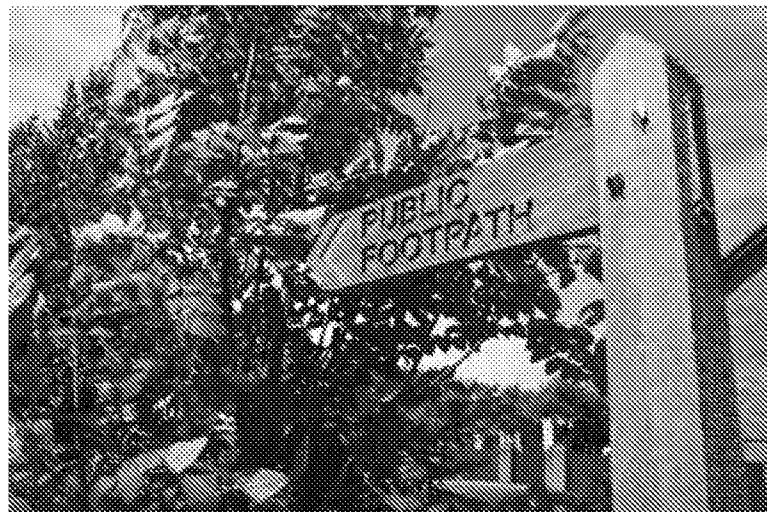
The scheme has been designed to provide a tenure blind approach so that it is not easy to differentiate between homes that are private and those that are rented or in shared ownership.

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 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 42. 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.

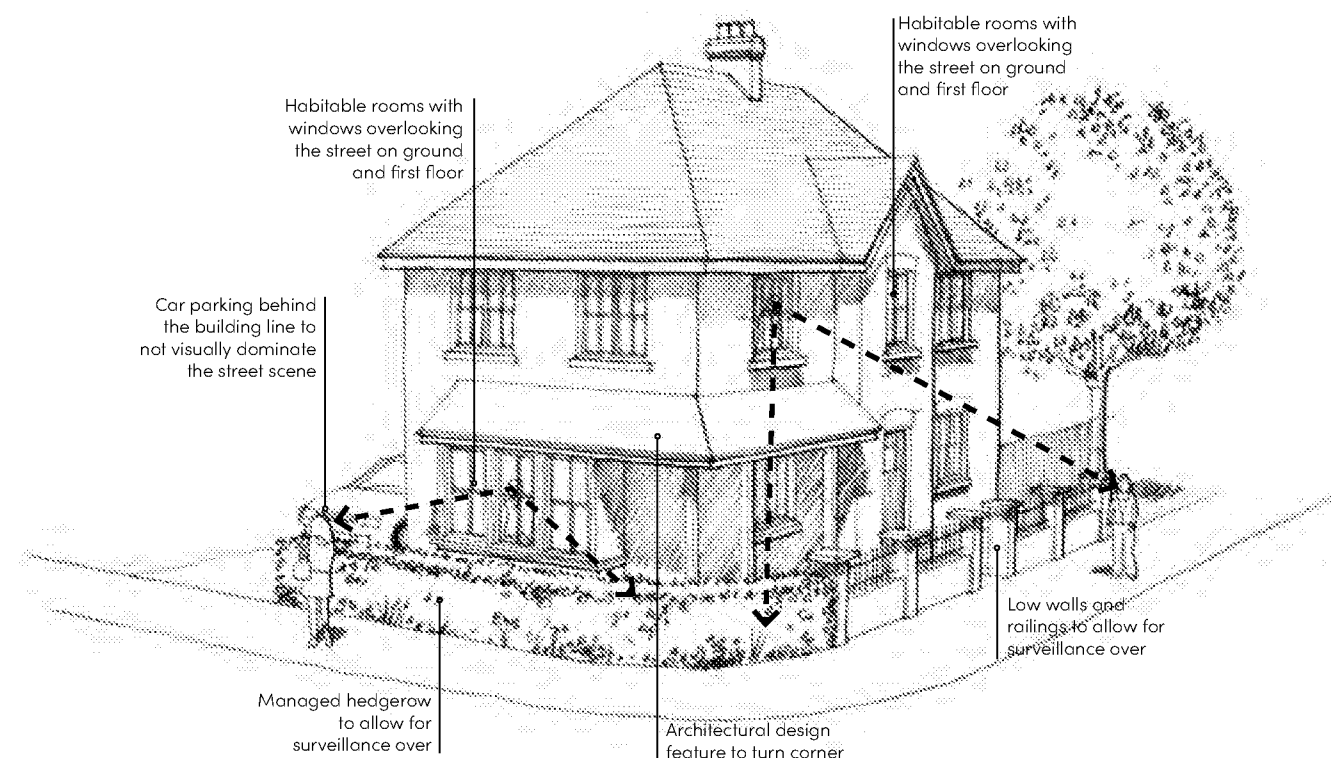


FIGURE 42. Illustration showing how buildings will turn corners

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?

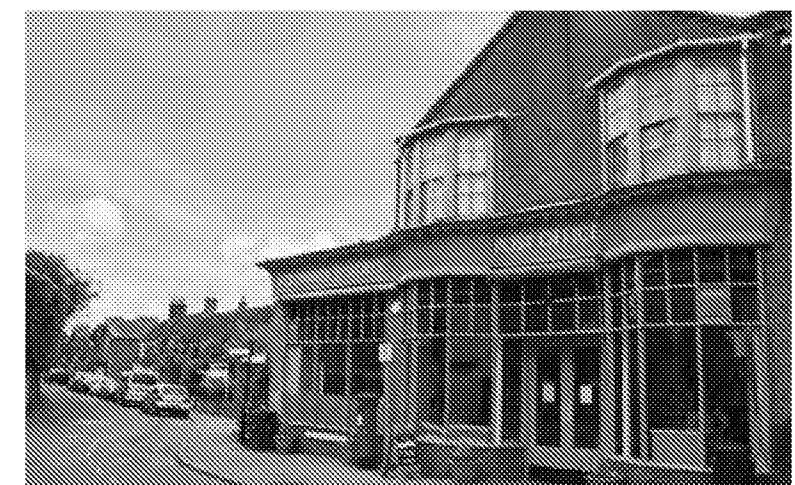
Due to the scale of the development it is considered only appropriate to provide informal recreation incorporating a potential new children's play area. Contributions will be made to ensure that existing facilities for formal recreation and play will be achieved.

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?

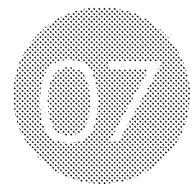
Each of the properties has a private garden area which allows for sufficient space for the storage of bins and cycles. The majority of dwellings have a separate rear access to avoid having to go through the property for cycle storage.



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 Main 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 43. Preliminary Building for Life Assessment





CONCLUSIONS

In conclusion this design and access statement describes the application by The Trustees of the Langmead Pension Scheme to develop up to 300 new homes including a mix of housing, public open space and landscape planting on the land at Drove Lane, 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.