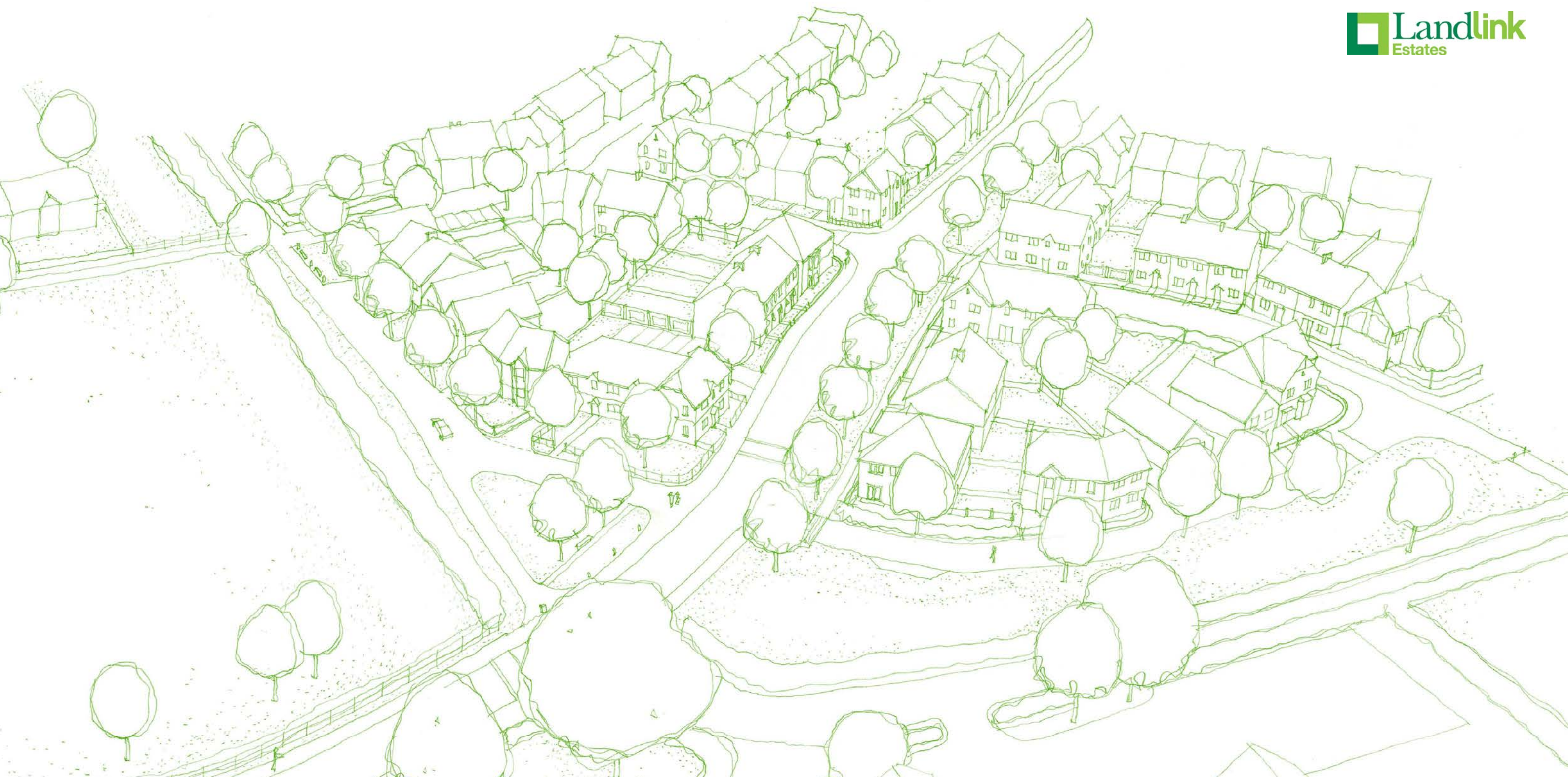




LAND AT DROVE LANE, SOUTH WEST YAPTON

Design and Access Statement

23th July 2017

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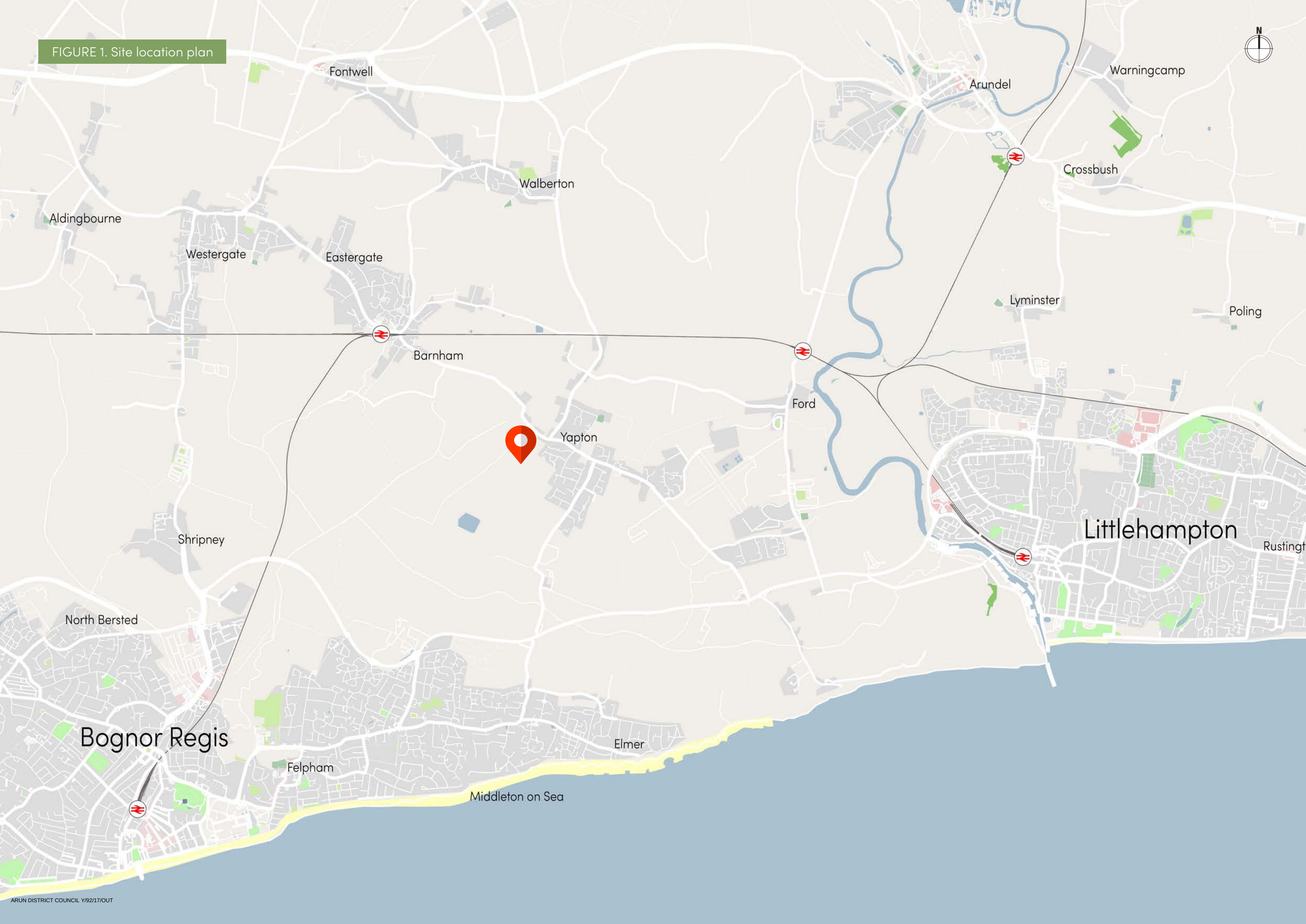
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FIGURE 1. Site location plan



01 INTRODUCTION

Purpose

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

This document has been prepared to support an outline planning application under the Town and Country Planning Act 1990, on land at 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 contextual assessment of Yapton Village, the parish and the wider area.

Section 3 of the document provides an assessment of the planning application site

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

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

Section 6 explains the process of engagement which has taken place and how the feedback has been incorporated into the scheme.

Section 7 provides details of the design solutions being adopted using illustrations and plans to show how the vision and objectives will be achieved in built form and landscape.

Section 8 is a summary of the proposals and concludes the document.

A more detailed contextual assessment has been provided as a standalone 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 adopted 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 500 dwellings over the plan period. Development proposals will comply with the following key design and infrastructure requirements:

- a. provide a one-form entry primary school and nursery places a contribution towards new nursery and primary education facilities or the improvement or expansion of the relevant existing facilities,
- b. a new library facility contributions towards the equivalent of Tier 7 library facilities or the improvement or expansion of the relevant existing facility
- c. improvements to the A259 between Climping and Littlehampton, and
- d. Contributions towards new healthcare facilities which will be incorporated at Ford (SD8) or the improvement or expansion of the relevant existing facilities.

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.

The outline application was validated in December 2017 under reference Y/ 17/92/OUT and is subject to negotiation with the Local Planning Authority.

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. Gleeson Strategic Land Ltd made an outline application for the eastern part of the site and this was also validated in December 2017 the reference is Y/17/91/OUT. The two applicants have continued to work together on a comprehensive solution and the changes reflect the Council's request to ensure the design solution works across both sites

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.

Design Development

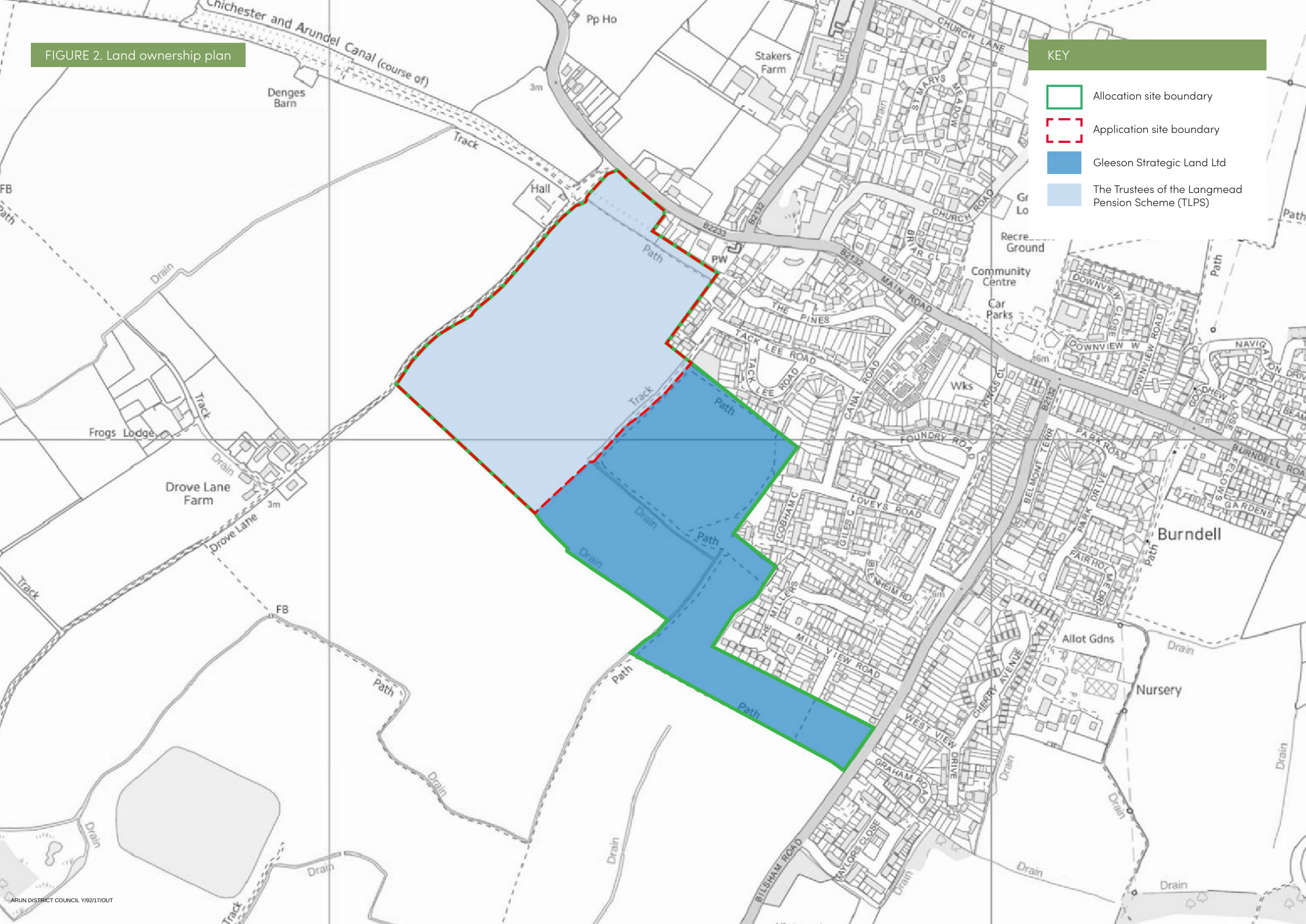
This Design and Access Statement replaces the earlier version submitted in December 2017. The document has been updated to reflect the revised policy position following the adoption of the Local Plan on 18 July 2018. It also updates the masterplan in response to comments from external and internal consultees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

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

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

This revised design and access statement has addressed all these points and is supported by additional submissions in respect of Green Infrastructure, Built Heritage Assessment, additional visualisations and a stand-alone Context Study.

FIGURE 2. Land ownership plan



KEY

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

02 CONTEXTUAL APPRAISAL

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

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

Yapton Village

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

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

Figure 4. shows the both the allocation and application sites in their immediate context.

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

Facilities and services

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

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

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

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

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

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



Yapton and Ford Parish Hall in the centre of Yapton



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



Bilsham Stores on Bilsham Road, close to the site

Access and Movement

Vehicular movement

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

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

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

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

Walking

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

Cycling

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

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

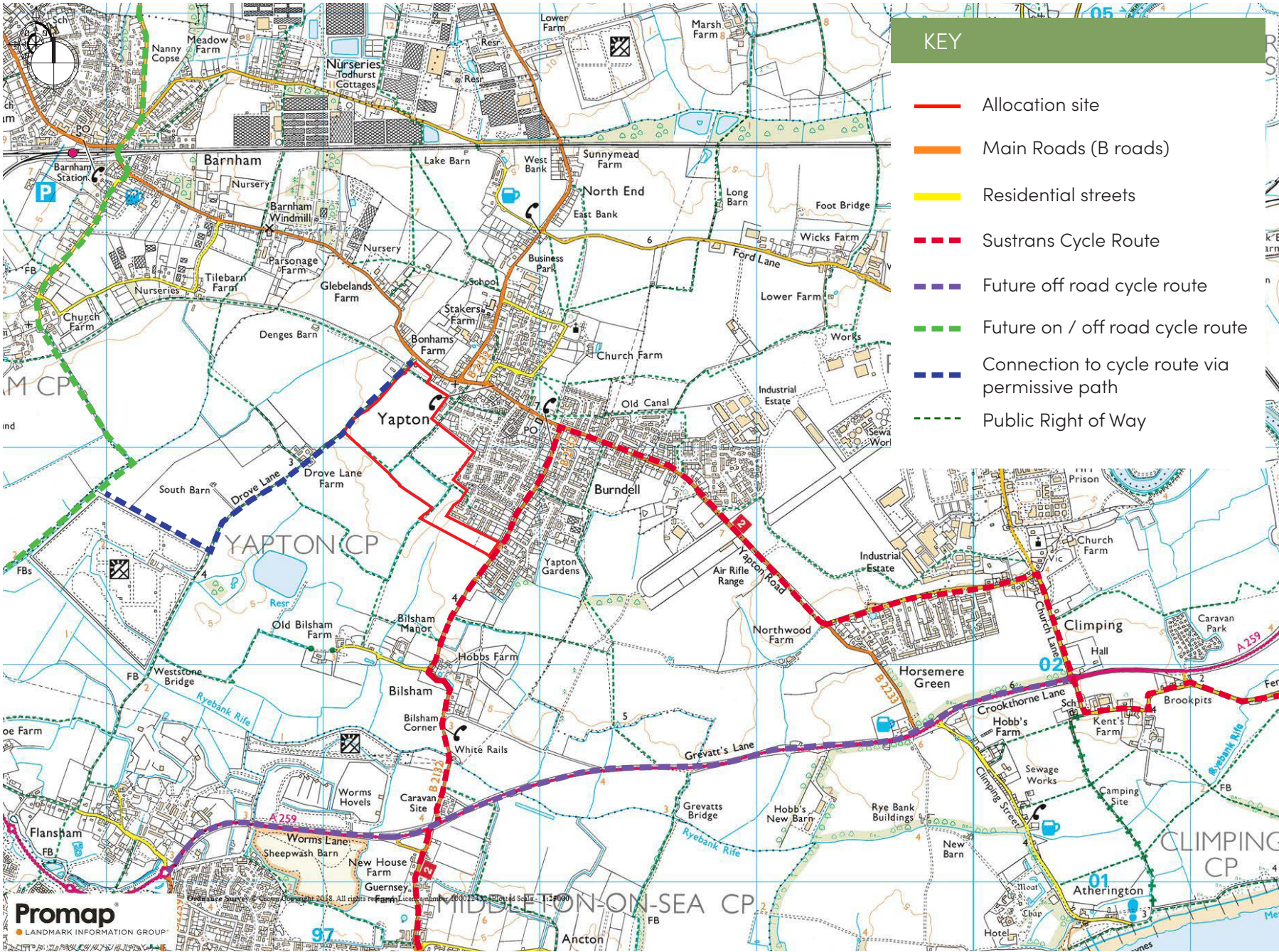


FIGURE 3. Movement within Yapton and the surrounding area

Main streets

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

The key elements of these streets are as follows:

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



North End Road with footpath set behind wide grass verge



North End Road with high boundaries against the back of footway



Building in North End Road directly at back of footway



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



High brick and flint wall with planted verge in Church Lane



Boundary walls with footway set behind grass verges in Church Lane

Residential streets

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

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



Church Lane with footway, narrow verge and brick wall



Bilsham Road with parking adjacent to carriageway and footways



Navigation Drive with change in road surface



Low walls at back of footway in Bilsham Road



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



Narrow verges and footways in Gladstone next to the site

Lanes

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

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



Church Road with narrow verges and no identified footway



Buildings set back behind low walls in Church Road



Low walls and narrow verges in Church Road



Variety in width and enclosure in Church Street



Church Road with shared surfaces



Buildings set close to the street in Church Road

Drives

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

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



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



Quiet lane in Flansham with buildings and walls enclosing the lane



Gravel lane providing access to properties in Bilsham



Private drives serving properties in Bilsham



Carriageway marked by wide open verges and stones in Flansham



Private drive serving a small number of houses in Navigation Drive



FIGURE 4. Ordnance Survey Map (circa 1896)

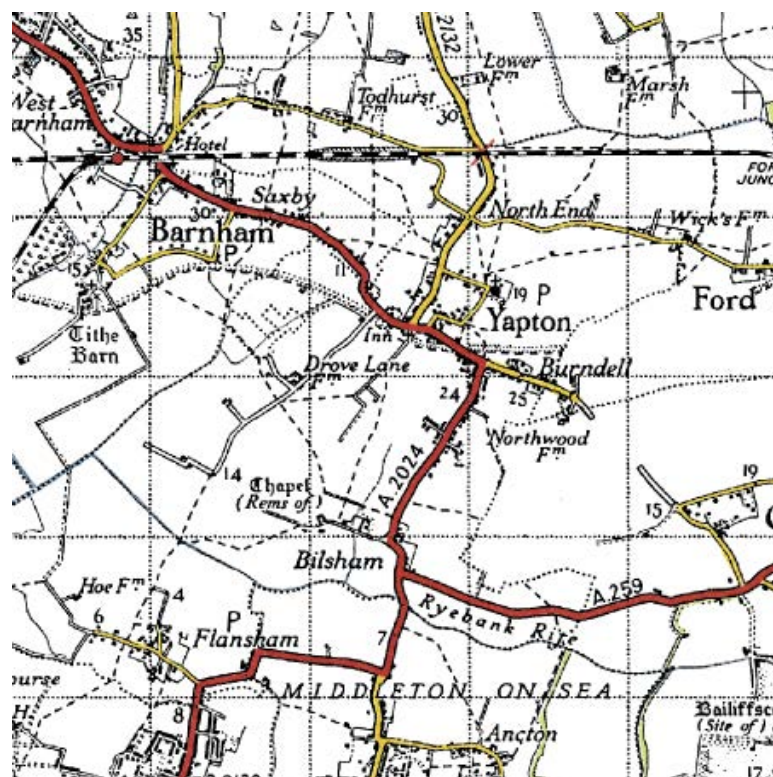


FIGURE 6. Ordnance Survey Map (circa 1940-45)

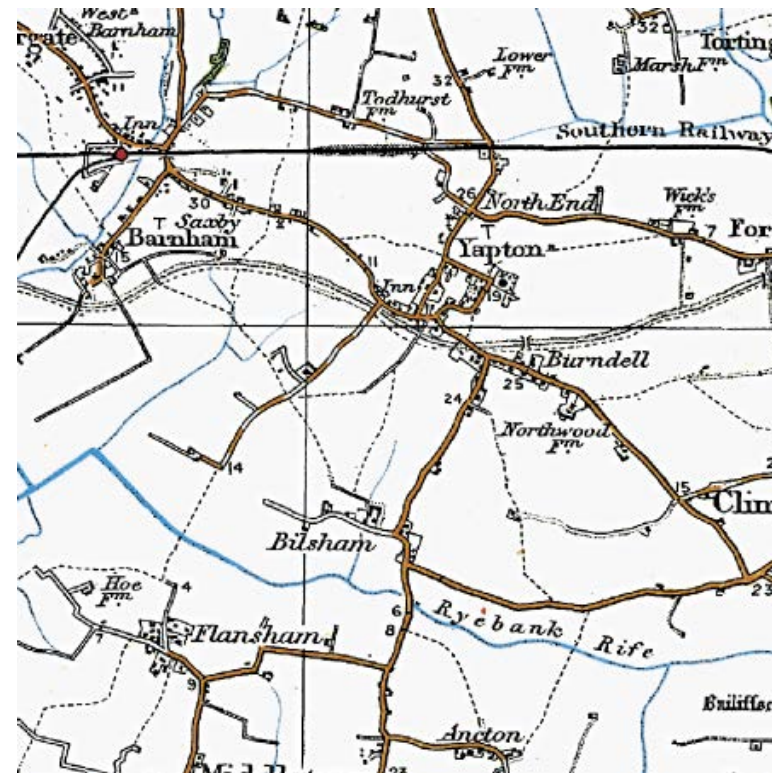


FIGURE 5. Ordnance Survey Map (circa 1919-20)



FIGURE 7. Ordnance Survey Map (circa 2014)

Growth of the village

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

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

In recent years there has been further housing developments built and permitted (See Figure 8) including the following:

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

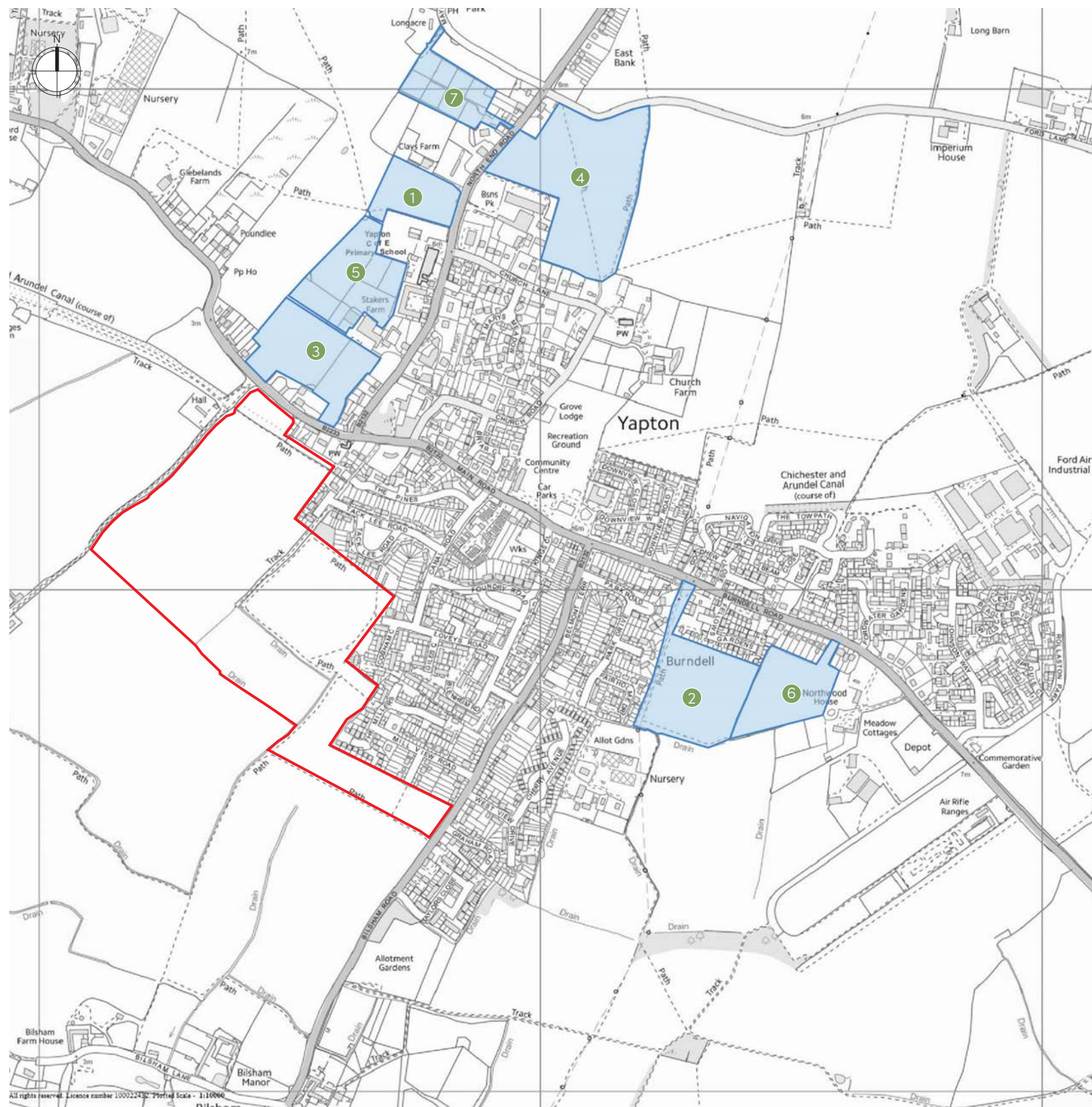


FIGURE 8. Permitted and proposed development proposals in Yapton

The allocation site has one heritage asset within the proposed area and this is the line of the 19th Century canal which runs parallel to the B2233, this is located within the northern part of the allocation site (shown on the Figure 8). The development of this area will be designed in order to be sympathetic in character to the canal. There are no listed buildings within the allocation site however there are a number of listed buildings within the surrounding area.

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

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

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



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



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



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



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



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



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

Listed Buildings

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

Of particular relevance to the allocation site are;

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

Conservation Areas

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

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

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

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

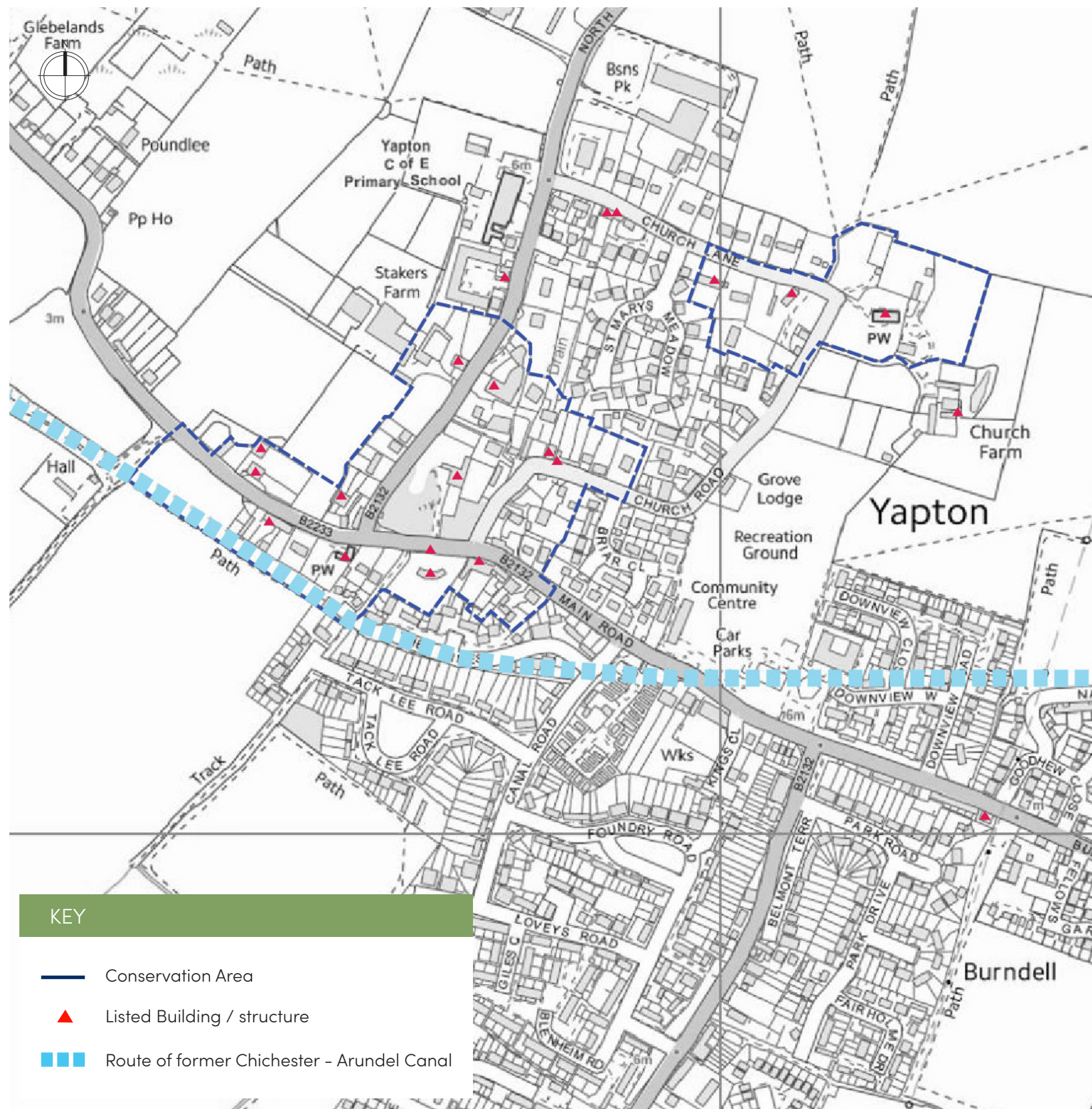


FIGURE 9. Conservation Area and Listed Buildings in Yapton



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



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



Properties in Church Lane with limited privacy strips to the street

Density and form

Block structure

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

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

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



FIGURE 10. Plan showing the block structure of the village

Urban grain and density

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

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

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

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

The density of each of the squares is as follows:

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



FIGURE 11. Urban Grain extract from Church Lane



FIGURE 13. Urban Grain extract from Navigation Drive

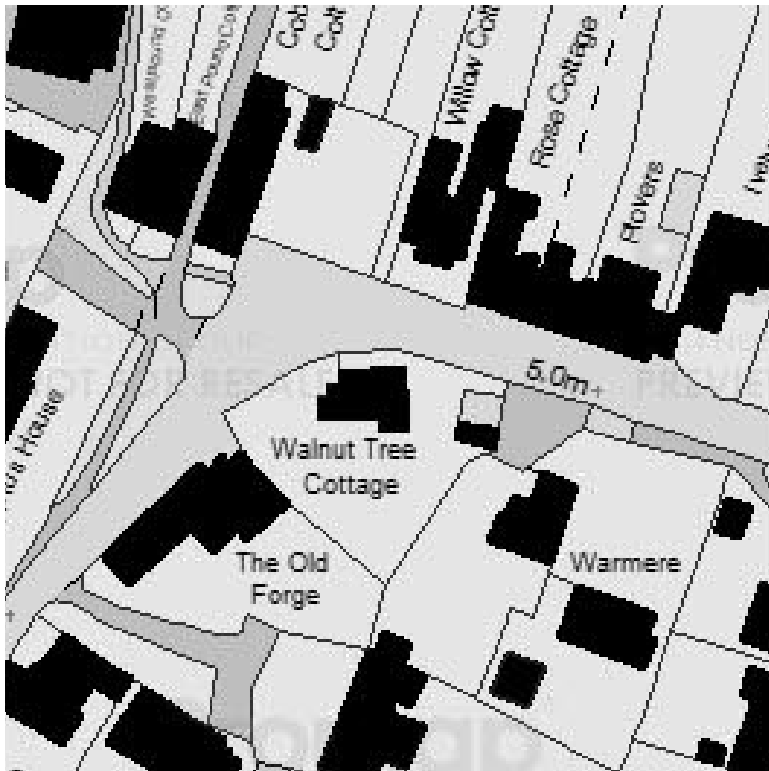


FIGURE 12. Urban Grain extract from Church Road

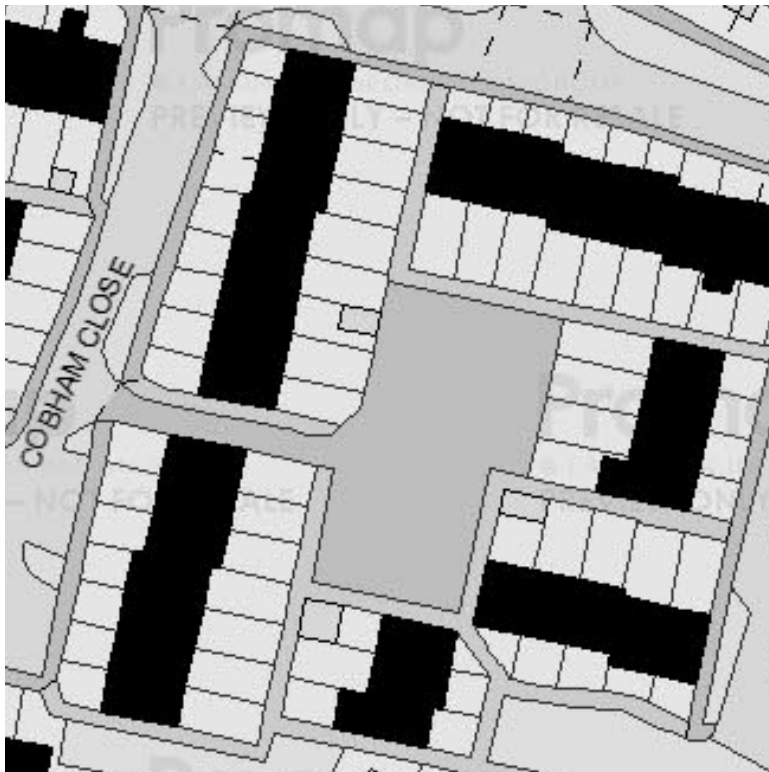


FIGURE 14. Urban Grain extract from Cobham Close

Plot layout

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

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

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

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



FIGURE 15. Development at back of footway



FIGURE 16. Housing with privacy strip to front of property



FIGURE 17. Housing with short front gardens



FIGURE 18. Housing set back in plots

Built form typologies

Double fronted houses

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

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

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

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

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

Two Bay Houses

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

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

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

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

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



Double fronted house in North End Road



Pair of Two Bay Semi detached houses in Church Road



Pair of double fronted houses in Main Road

Boundary treatments

The boundary treatments in the village comprise:

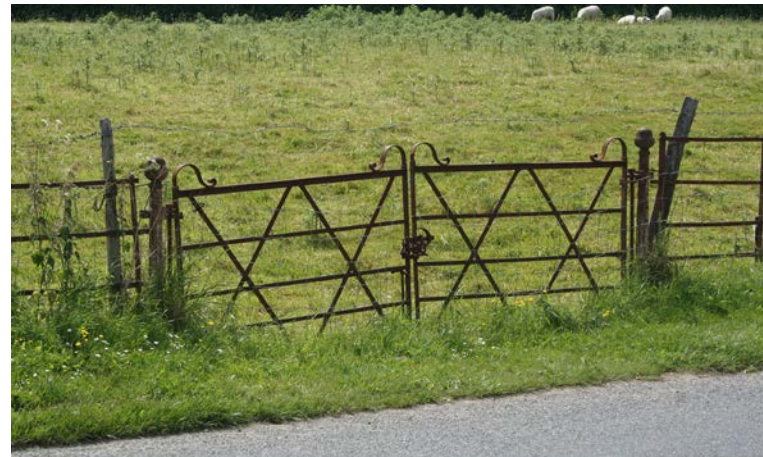
- Brick and flint walling
- Hedgerows
- Metal railed fencing
- Post and rail fencing
- Tall and low walls
- Mix of the above elements



Tall brick wall with flint inset panels in Church Lane



Flint wall in Church Road



Iron fencing on Main Road to edge of site



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



Combination of walls, railings and hedges in Main Road



Post and rail fencing with hedgerow in Church Lane

Roofs and chimneys

Roof types

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

Chimneys

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



Fully hipped roof in Church Lane



Pitched dormer in roof of property in Bilsham Road



Plain clay roof with brick corbel detail and parapet gable end



Half hipped plain clay tiled roof at Bonhams Barn



Multiple chimneys breaking up continuous roof line in Bilsham Road



Gabled ended roof at Bonhams Farmhouse with no barge boards

Doors

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

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

Entrances and porches

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

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

Windows

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

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

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

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

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



Property with enclosed projecting gable porch and casement windows



Casement windows with contrasting brick surrounds



Property in Church Road with open porch and sash windows.



Typical Georgian property in Main Road with sash windows



White painted window with brick header and surrounds



Open porch with trellis in Church Road

Elevational treatments

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

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



White painted cottage in Church Lane



White painted stucco /smooth render in Church Road



Flint elevations with brick string course and detailing



Yellow brick with and red brick ornamentation in Main Road



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



Red brick in Church Road

FIGURE 19. Aerial photograph of the area



03 ALLOCATION SITE ASSESSMENT

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 19) have their own characteristics as follows:

- 1 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).
- 2 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.
- 3 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.
- 4 Field parcel 4 is a rectangular field defined on all sides by mature hedgerows with intermittent trees.
- 5 The southernmost parcel of land is an L shaped area of land which wraps around the existing housing development in Mill View Road and Gladstone Road. The southern boundary is currently open. The south eastern boundary of this field parcel adjoins Bilsham Road with an intervening hedgerow.

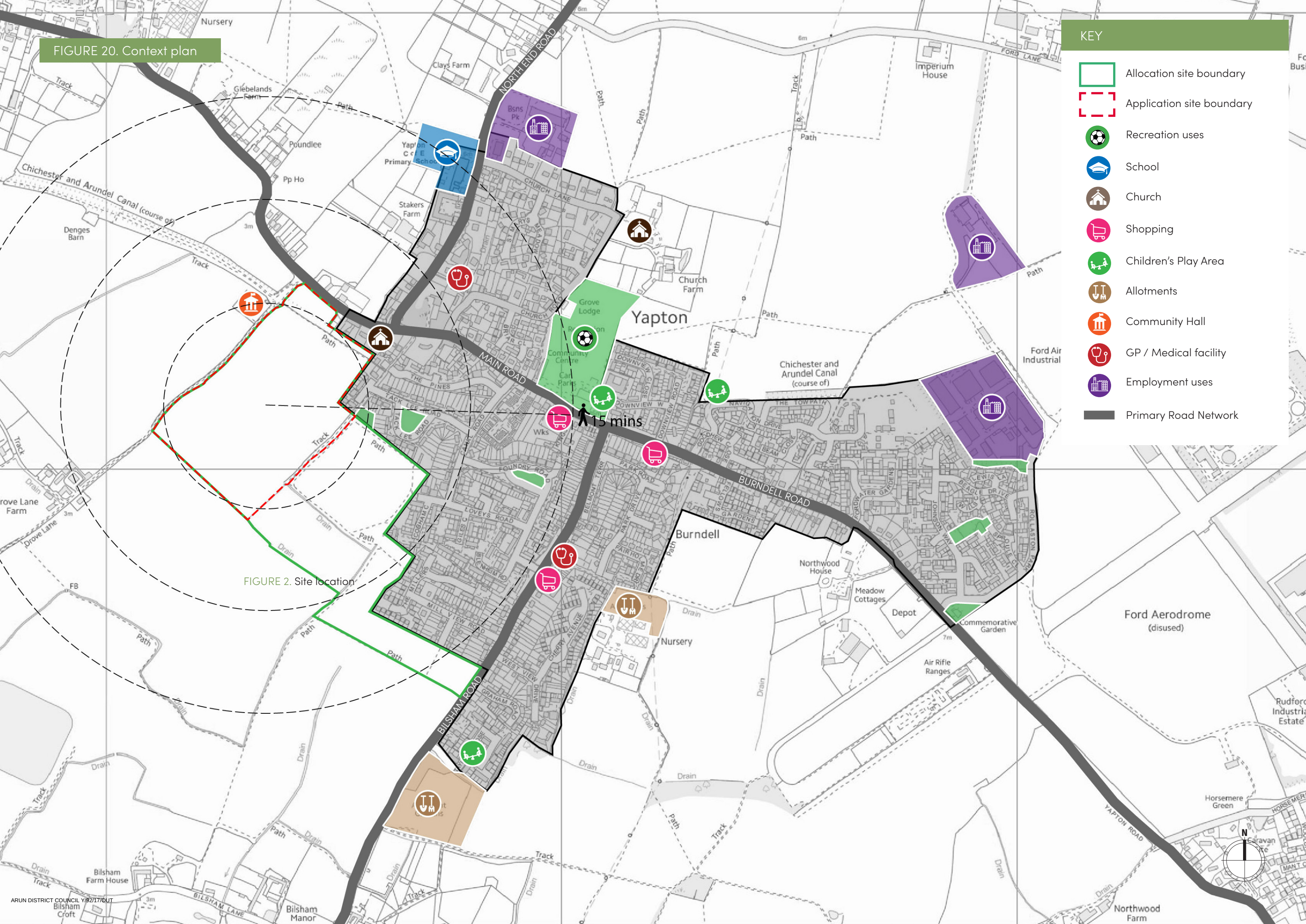


View looking west across the site from the public footpath with Drove Lane Farm on the left



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

FIGURE 20. Context plan



KEY

- 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



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 looking northeast towards the back of properties in Main Road



View across the site from Main Road with the existing Drove Lane access on the right of the picture



View across the site along the route of the former Chichester to Arundel Canal which lies within the Conservation Area



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 application site does not lie within the areas at risk from flooding.

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.

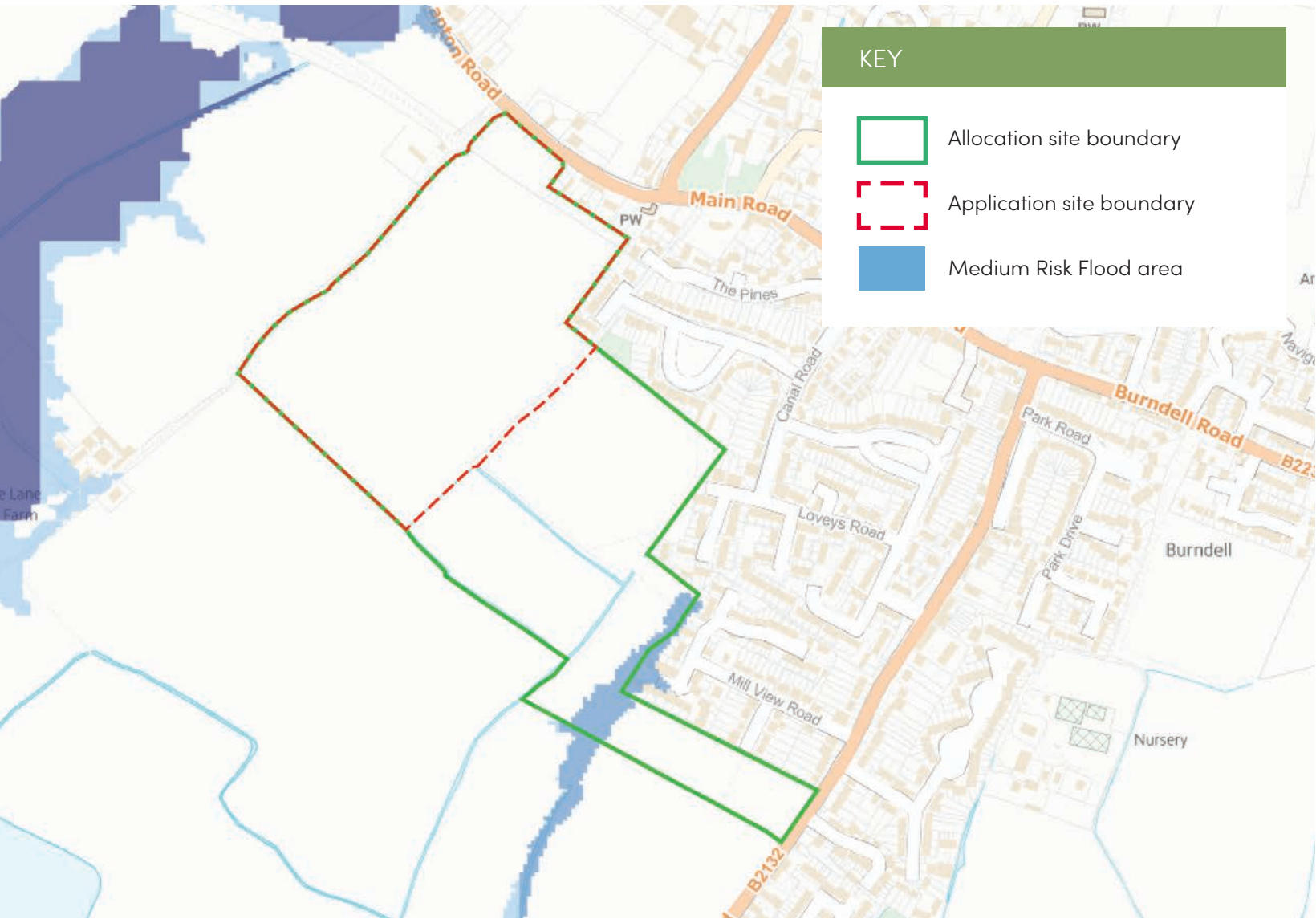


FIGURE 21. Plan showing Environment Agency Flood Risk map

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 Comet 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 22). 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 - Arundel Canal and running through the northern part of field parcel 2
- No. 156_2, running along the northeastern boundary of field parcel 4 within the 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.

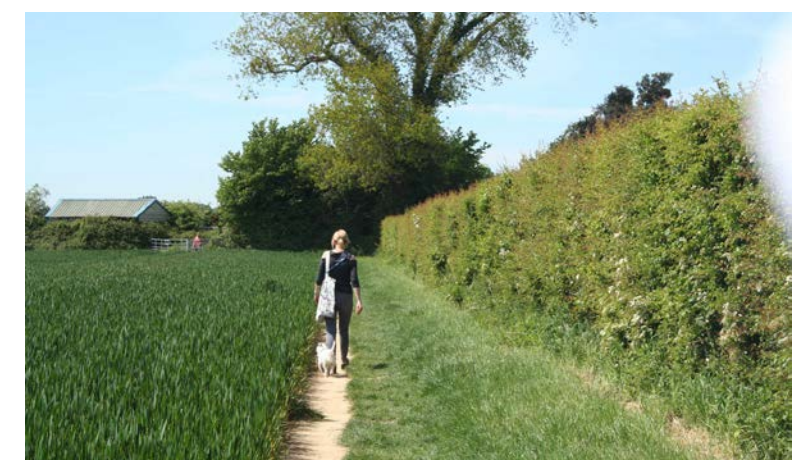
Barnham is the junction station for the short branch to Bognor Regis. It is also a well-used interchange for passengers between slow and fast services. It has services to London Victoria via Gatwick Airport, Brighton, Portsmouth, Southampton, Littlehampton (via Ford) and the occasional long-distance 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

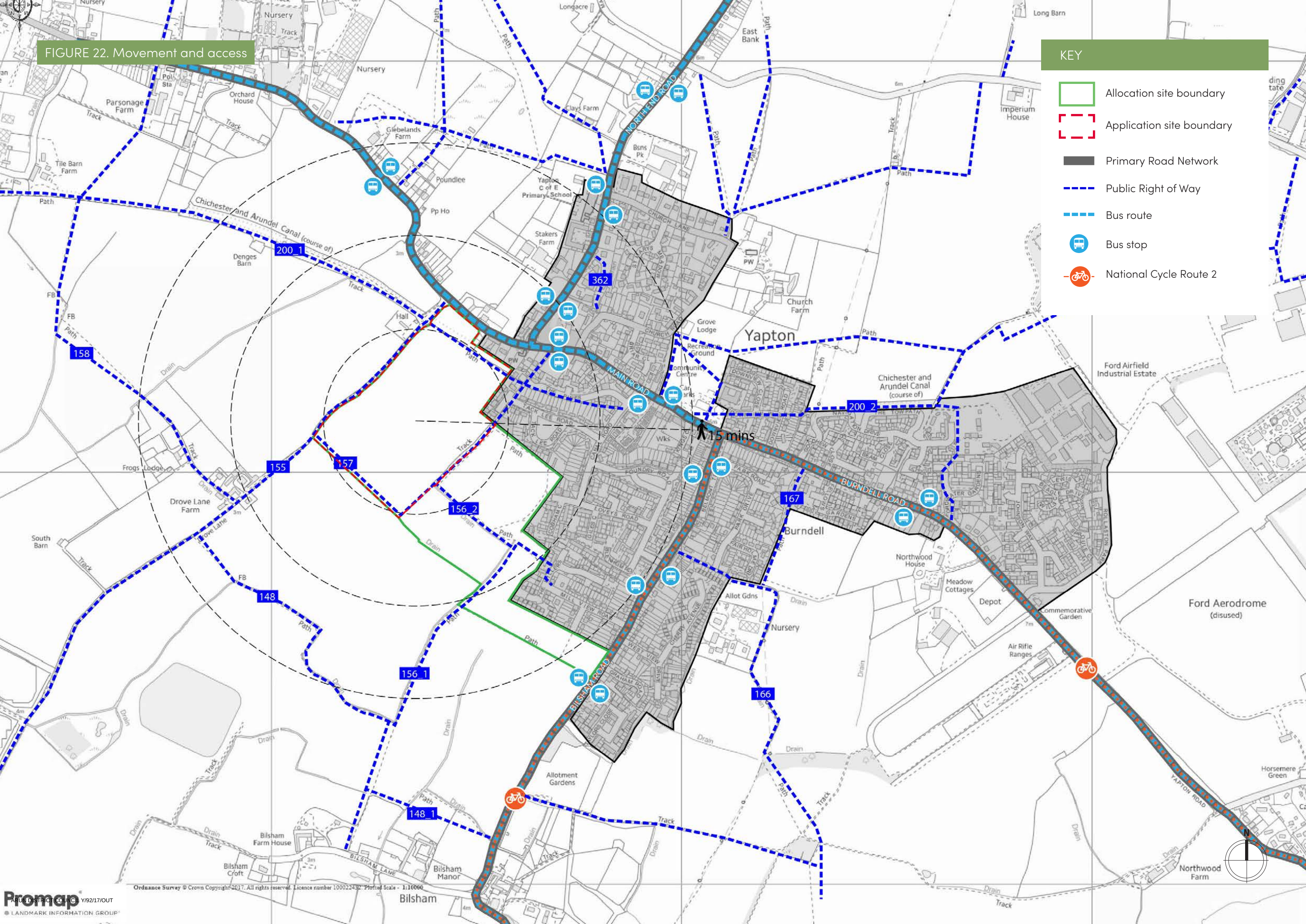


Drove Lane



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

FIGURE 22. Movement and access



04 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 DM5 Remnants of the Portsmouth and Arundel Canal

Development will be permitted where it would not adversely affect the remaining line and configuration of the Portsmouth and Arundel Canal and features along it.

The above specific policy to protect the historic Portsmouth to Arundel Canal has been considered in developing the design for the site. Cross sections on page 54 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.

Policy HSP2

Strategic Site Allocations

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

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

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

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

Yapton Neighbourhood Plan

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

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

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

Policy E5: Retention and enhancement of biodiversity

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

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

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

Policy E8: Conservation Areas

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

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

Policy E10: The Former Portsmouth and Arundel Canal

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

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

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

FIGURE 23. Opportunities and Constraints Plan



KEY

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

05 EVALUATION AND RATIONALE

Design team

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

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

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

Developing a masterplan

To ensure a comprehensive approach to the development a masterplan was prepared for the allocation site. This was used as the basis for the engagement as described in section 06.

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

A Assessing and understanding the allocation site

Technical studies have been undertaken to support the analysis of the allocation site including a review of the ecology, the character of the area in built form and spaces, movement and access, hydrology and archaeology. Details of these are provided in Section 02 and 03 of this document and in separate reports submitted with the planning application.

B Being responsive to constraints and opportunities

To inform the design of the draft scheme a number of opportunities and constraints for the allocation site have been identified on Figure 23.

C Creating a vision

The vision and strategic objectives which we have outlined for the allocation site have been established from a balance of analysis, engagement and innovation. (Figure 23)

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

D Developing an overall design rationale for the allocation site

These are shown on the concept plan at Figure 24 and include the following core principles:

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

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

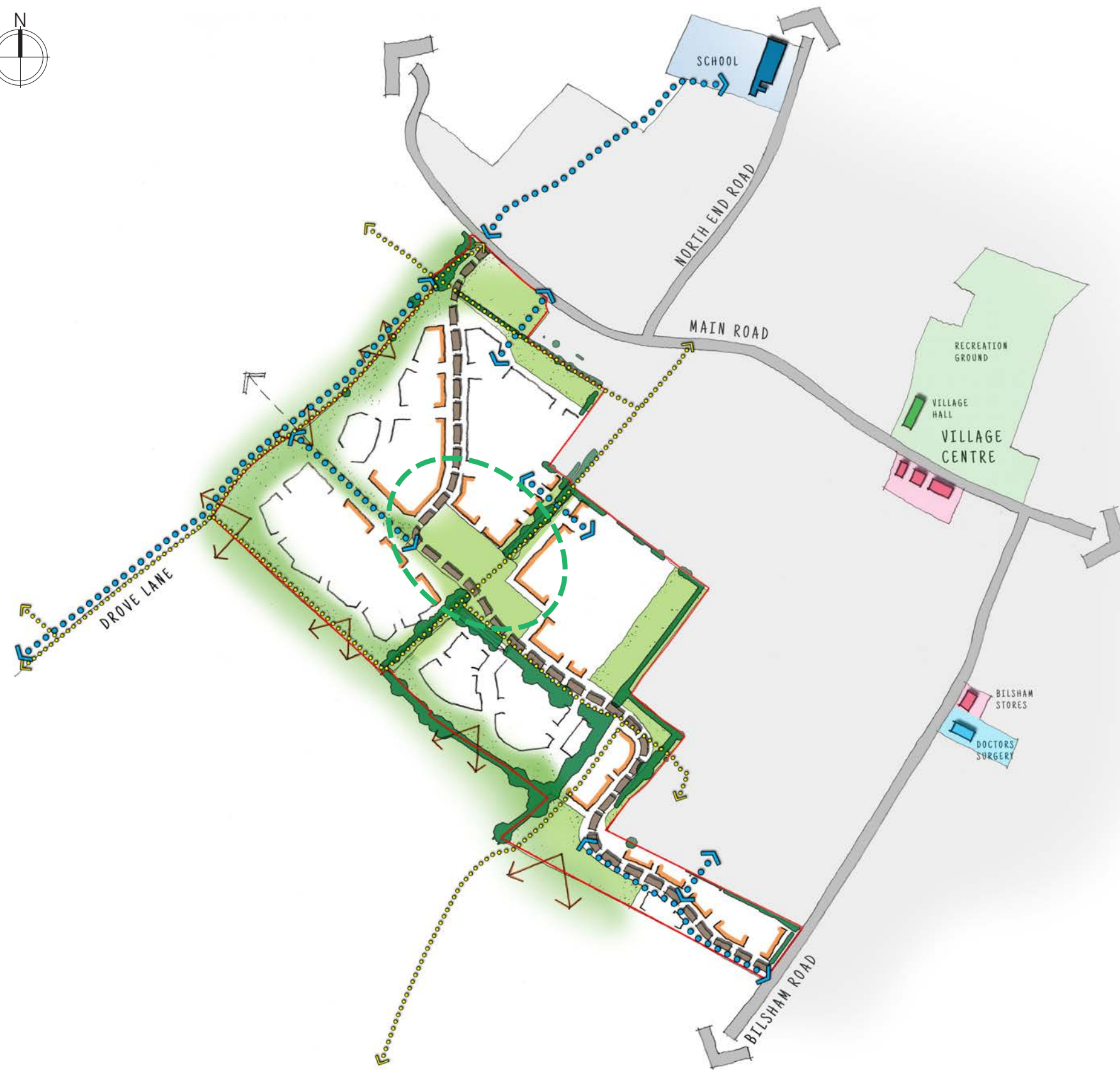
This section of the document will demonstrate how the design rationale can be achieved.

E Engaging

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



Photograph taken at public exhibition event in the Parish Hall



KEY

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

FIGURE 24. Concept masterplan for the allocation site

1. A well connected place

Figure 25. shows the site in the context of the village.

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

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

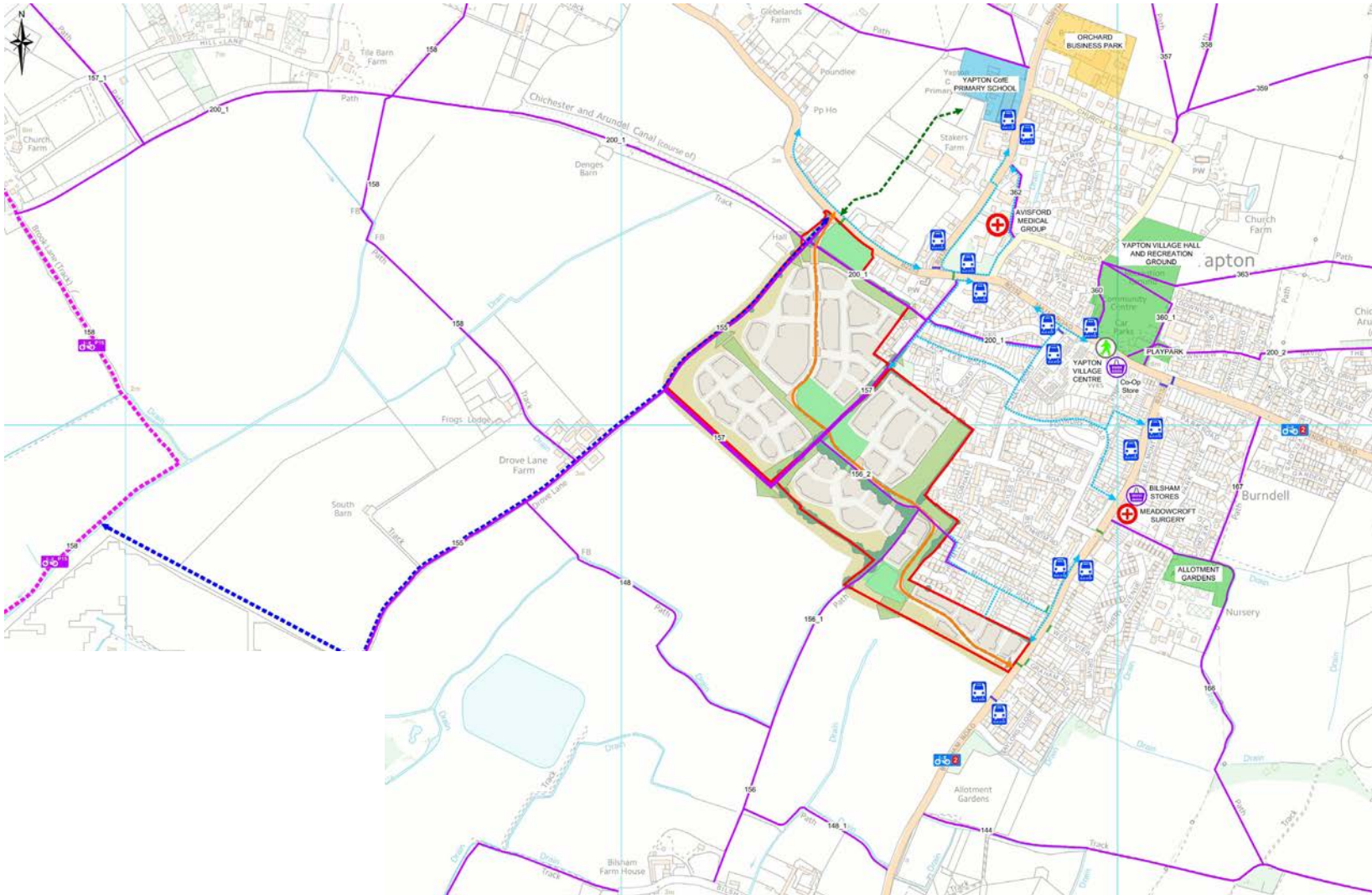


FIGURE 25. Plan showing existing facilities and linkages within the village in relation to the allocation site



2. A new Village Street

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

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

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

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

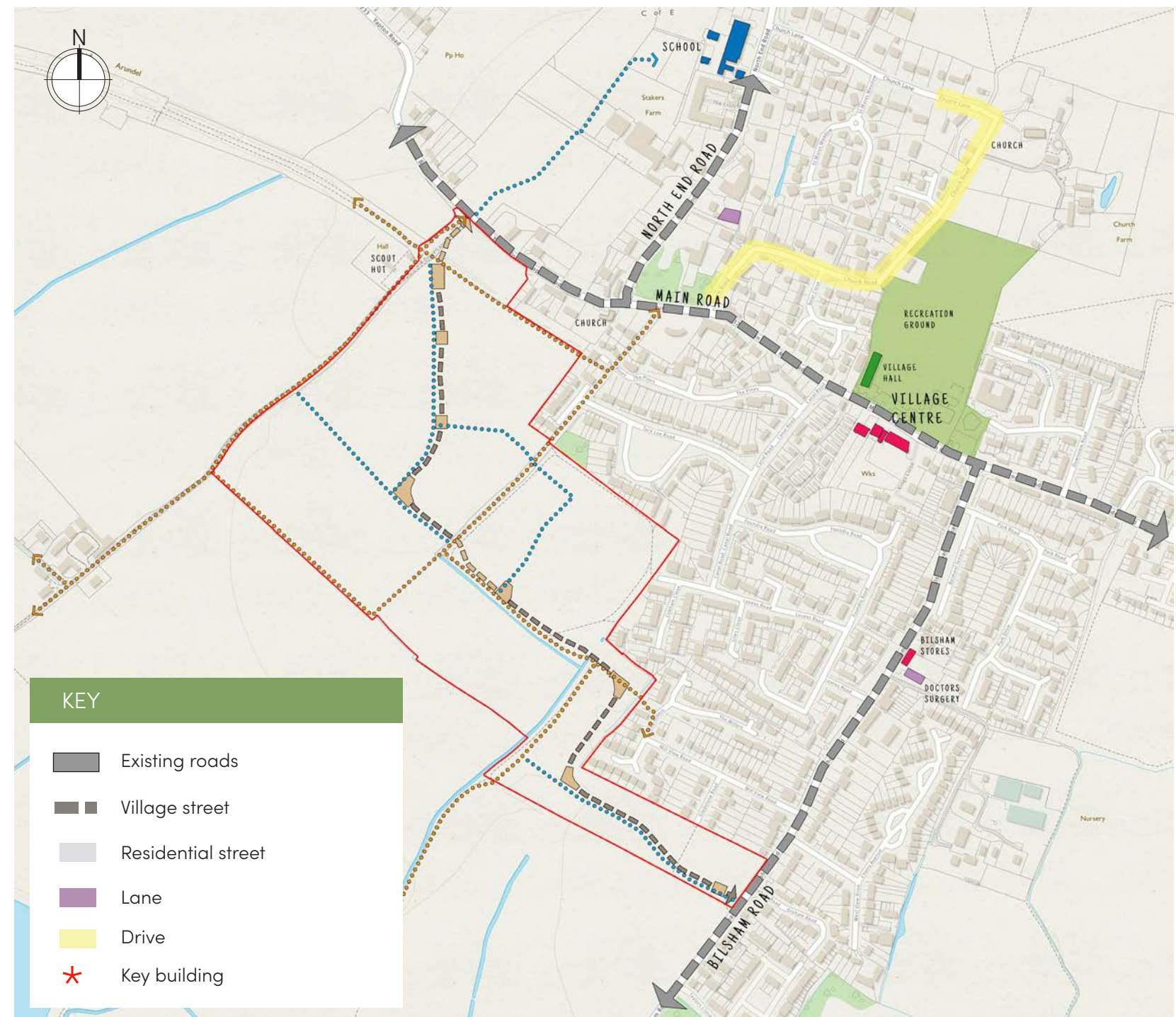


FIGURE 26. Plan showing the potential alignment of the new village street within the allocation site



Footpath set behind wide grass verge

Crossing point provided through change in surface material

Dedicated parking bay in line with carriageway



Buildings set back behind low walls



SuDS area with meadow planting

Open space defined by iron fencing



High brick and flint wall with planted verge

FIGURE 27. Plan illustrating how the principles of the village street character could be applied in the new development

3. A hierarchy of streets

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

In addition to the Village Street (residential spine road) as described at point 2, there are principally three different kinds of secondary streets which mirror those found in the existing village. The characteristics of each of the streets are set out in Section 02 of this document. Their design will assist in both defining legibility and movement within the development. In summary the types of new streets identified are as follows:

-  **Village Street (residential spine road)**
-  **Residential streets**
The illustrative masterplan shows a number of residential streets which are accessed from the Main Street to serve the housing areas. They draw their character from roads within the village including Bilsham Road, Navigation Drive and Church Road and Church Lane.
-  **Lanes**
The illustrative masterplan shows a number of lanes which serve the housing areas. They draw their character from roads within the village including Church Road and Church Lane.
-  **Drives**
The illustrative masterplan shows a series of Drives which are found within the heart of residential enclaves and used to define the edges of the residential development area where housing addresses areas of public open space. Their character is drawn from the minor routes, private drives and lanes found in the village, Flansham and Bilsham.
-  **Key building locations**
Within the development, potential locations have also been shown for key buildings which will assist in the legibility of the place and creating views and landmarks within the scheme.

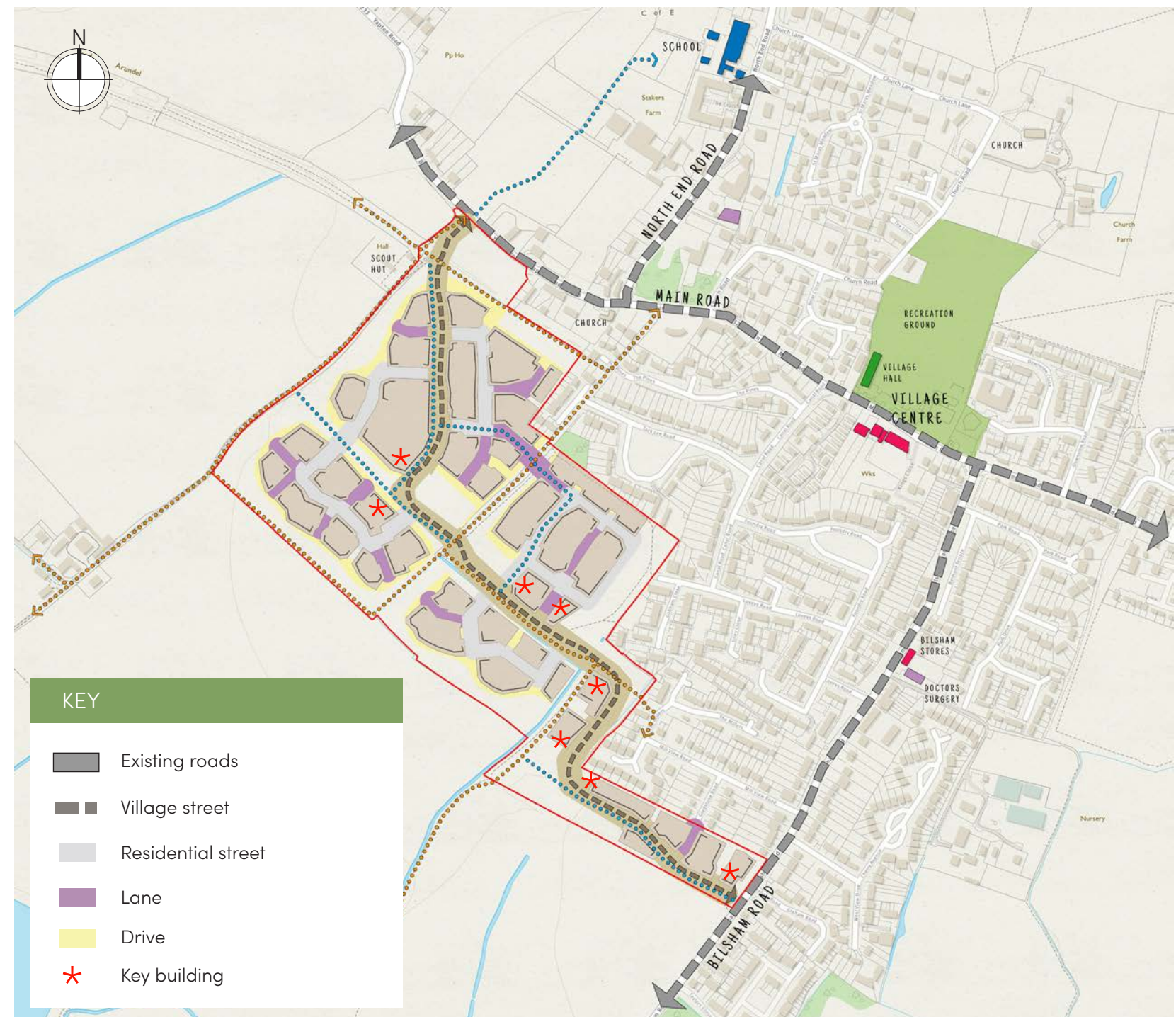


FIGURE 28. Plan showing the street hierarchy within the allocation site

Village Street (Residential spine road)

- A road width at least 5.5m with 2m footways on either or both sides with some verges
- Buildings overlooking the street set back from the street with medium to short length front gardens
- Front gardens defined by walls, timber fences, hedgerows
- Limited visitor parking may be provided only within defined parking bays.



Buildings set back behind low walls



Footpath set behind wide grass verge

Residential streets

- A road width of 4.8m – 5.5m with 2m footways on either or both sides
- Buildings overlooking the street set back from the street with medium to short length front gardens
- Front gardens defined by walls, timber fences, hedgerows
- Visitor parking may be provided within the street or in defined bays.



Church Lane with footway, narrow verge and brick wall



Navigation Drive with change in road surface

Lanes

- A maximum road width of 4.8m with some narrow verges
- Footways provided generally on one side of the street and 1.2m – 2m wide
- Short to medium length front gardens or directly at the back of footways
- Front gardens defined by low walls, timber fences or hedgerows / shrub planting
- Visitor parking will be provided in dedicated bays



Buildings set back behind low walls in Church Road



Buildings set close to the street in Church Road

Drives

- A road width which varies providing a shared surface for vehicles, cyclists and pedestrians
- Front gardens defined by low walls, timber fences or hedgerows / shrub planting
- Visitor parking will be provided in areas parallel to the carriageway through the subtle widening of the carriageway or in dedicated bays.



Private drives serving properties in Bilsham



Gravel lane providing access to properties in Bilsham

4. A high quality green infrastructure

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

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

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

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

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

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

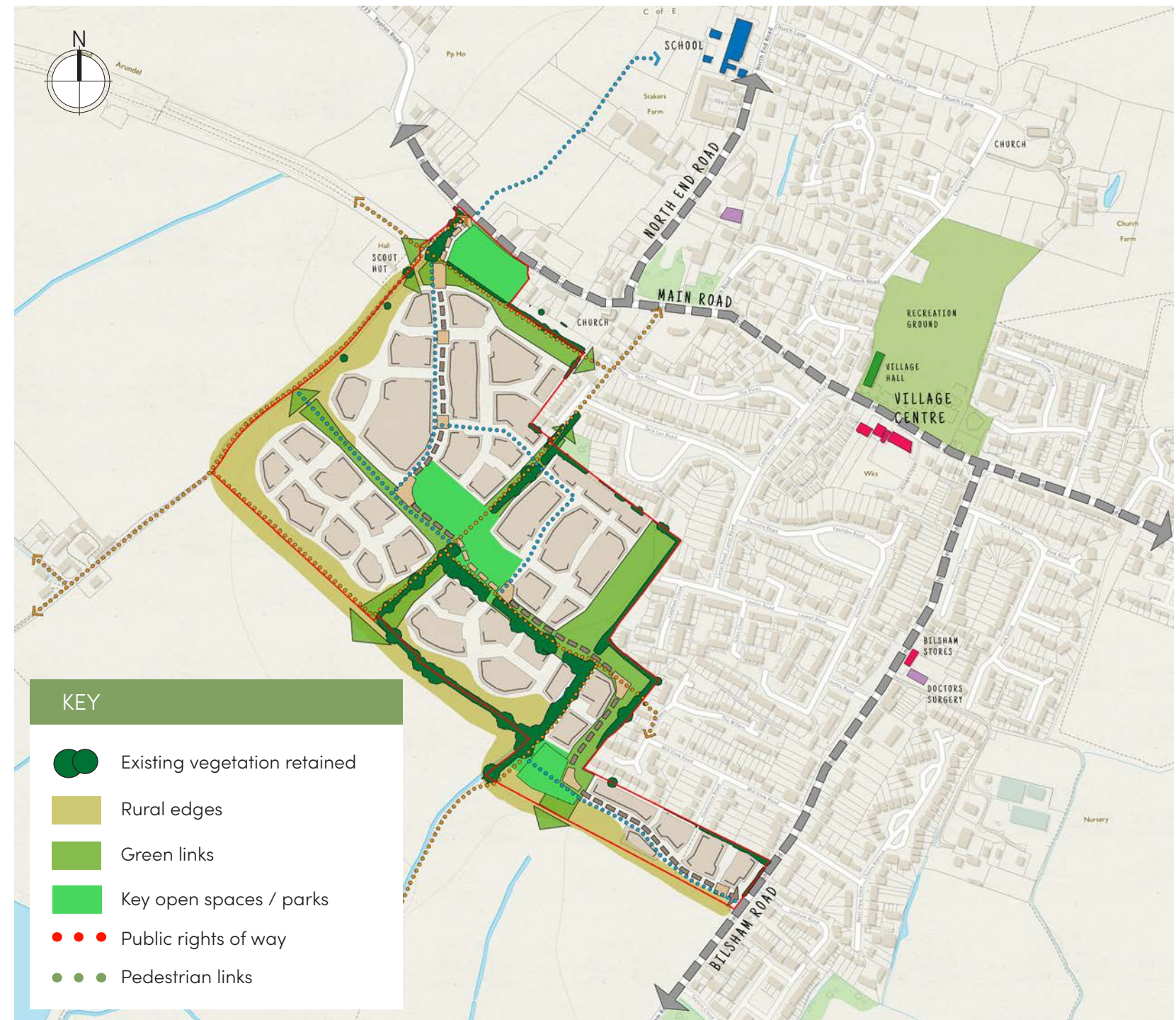


FIGURE 29. Plan showing the green infrastructure strategy for the allocation site

Rural edges

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

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

Other features include;

- Areas for drainage attenuation
- Footpaths



FIGURE 30. Aerial perspective drawing showing what the “Rural Edges” of the site could look like



Image showing the typical character of the Rural Edge



Image showing the typical character of the Rural Edge

Green links

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

- Retained existing vegetation
- New native tree planting

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

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



FIGURE 31. Aerial perspective drawing showing what the "Green Links" within the site could look like



Image showing the typical character of the Green Links



Image showing the typical character of the Green Links

Visual connections with countryside

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



Benches in area dedicated to provide connections to the wider countryside

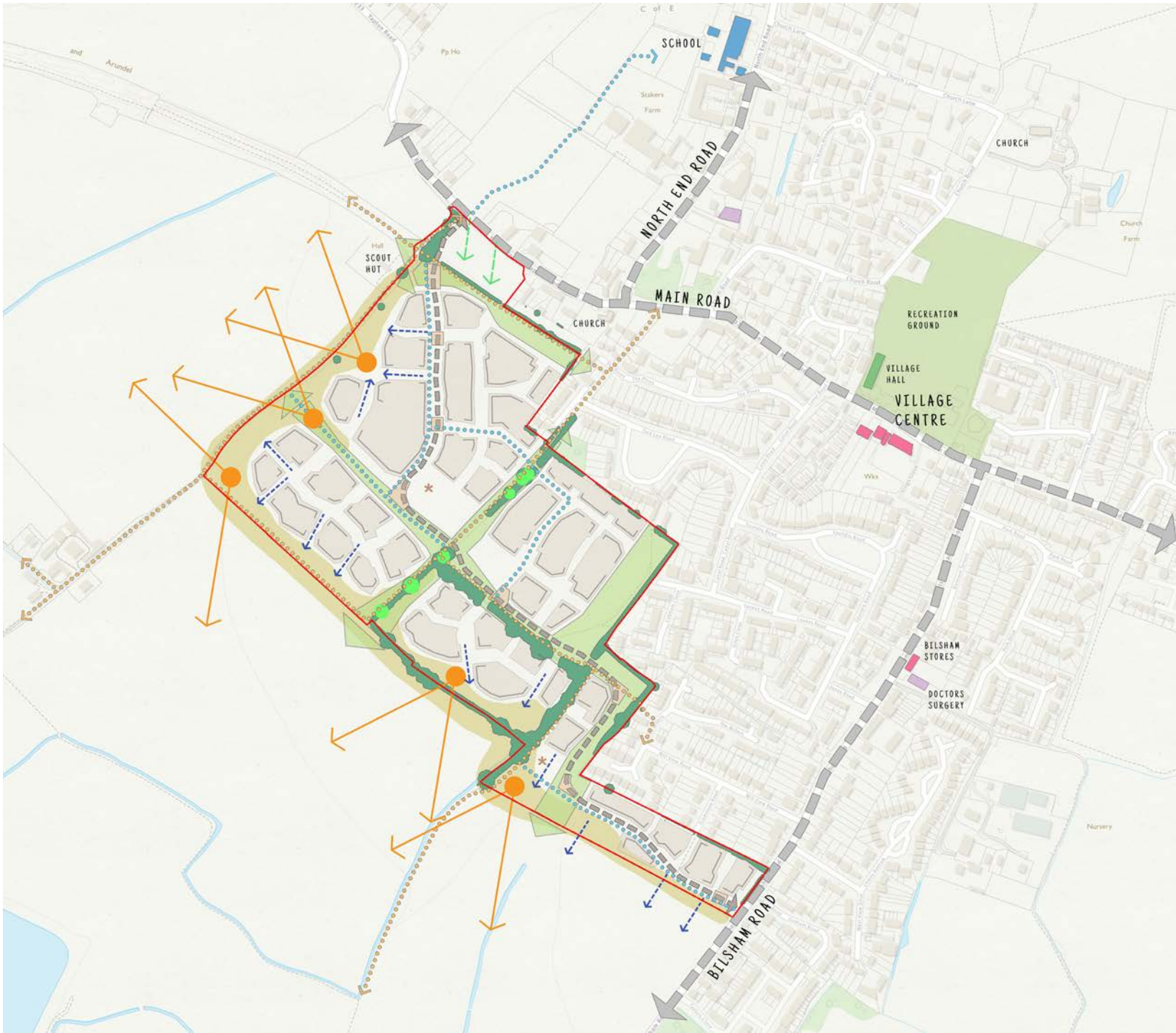


FIGURE 32. Plan showing views out from the allocation site from within the development and from key locations on the edges

Integrated SuDS strategy

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

- A series of attenuation basins along the rural edge, with further basins against Cobham Close/Loveys Road edge. These will be dry (grassed), with shallow-sloping sides and will only contain water for approximately 48 hours after a flood event.
- A cellular storage tank beneath the recreation area will provide additional capacity if required.
- The potential to use permeable paving on private drives and parking areas.



Image showing the typical character of the SuDS features

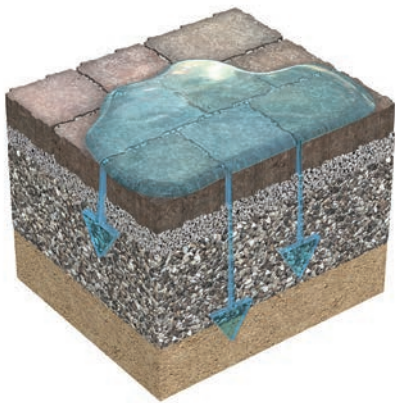


Image showing the typical character of the SuDS features



FIGURE 33. Plan showing the SuDS features within the green infrastructure within the allocation site

5. A central focal point

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



FIGURE 34. Plan showing the three key spaces within the allocation site



Image showing the typical character of the Drove Park



Image showing the typical character of the Drove Park



Image showing the typical character of the Drove Park



FIGURE 35. Aerial perspective drawing showing how Drove Park could look

6. Respecting the heritage assets

The main Yapton Conservation Area covers an area adjacent to the north eastern edge of the site and also includes the field adjacent to Main Road which forms part of the allocation site. Also, the former route of the Chichester and Arundel Canal, together with the canal bridge (see above) survives and runs through the northern part of the site. In addition, there are a number of listed buildings in Main Road including Bonhams Farmhouse, Bonhams Barn and Canal Cottages. The character and appearance of the Conservation Area is described in detail at Section 02 of this document.

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

1. Protection of views from within the Conservation Area to the development. Figures 37 shows the proposed view from Main Road. They show how development will be partially screened by the existing mature hedge and only the upper floors / roof line will be seen from Main Road.
2. Development has been off set from the route of the former Chichester and Arun Canal setting development back into the site, further reduce the potential impact of the development on the heritage assets and Conservation Area.
3. A distinct character area has been proposed on the northern edges of the site where the development adjoins the Conservation Area. The details of the proposed character area are set out later in this section of the document.
4. The density of development has been reduced in this part of the site to reduce the impact of development.

Figure 37 is an illustrative view from Main Road showing how the development would set in relation to the existing buildings and open space.

To preserve the setting of the Conservation Area, a gap has been provided between the existing hedge (which marks the edge of the Conservation Area) and any new development. This is illustrated on the indicative cross section at Figure 38 which show the relationship between the proposed development and heritage assets close to the site in Main Road and the former alignment of the former Chichester and Arundel Canal.

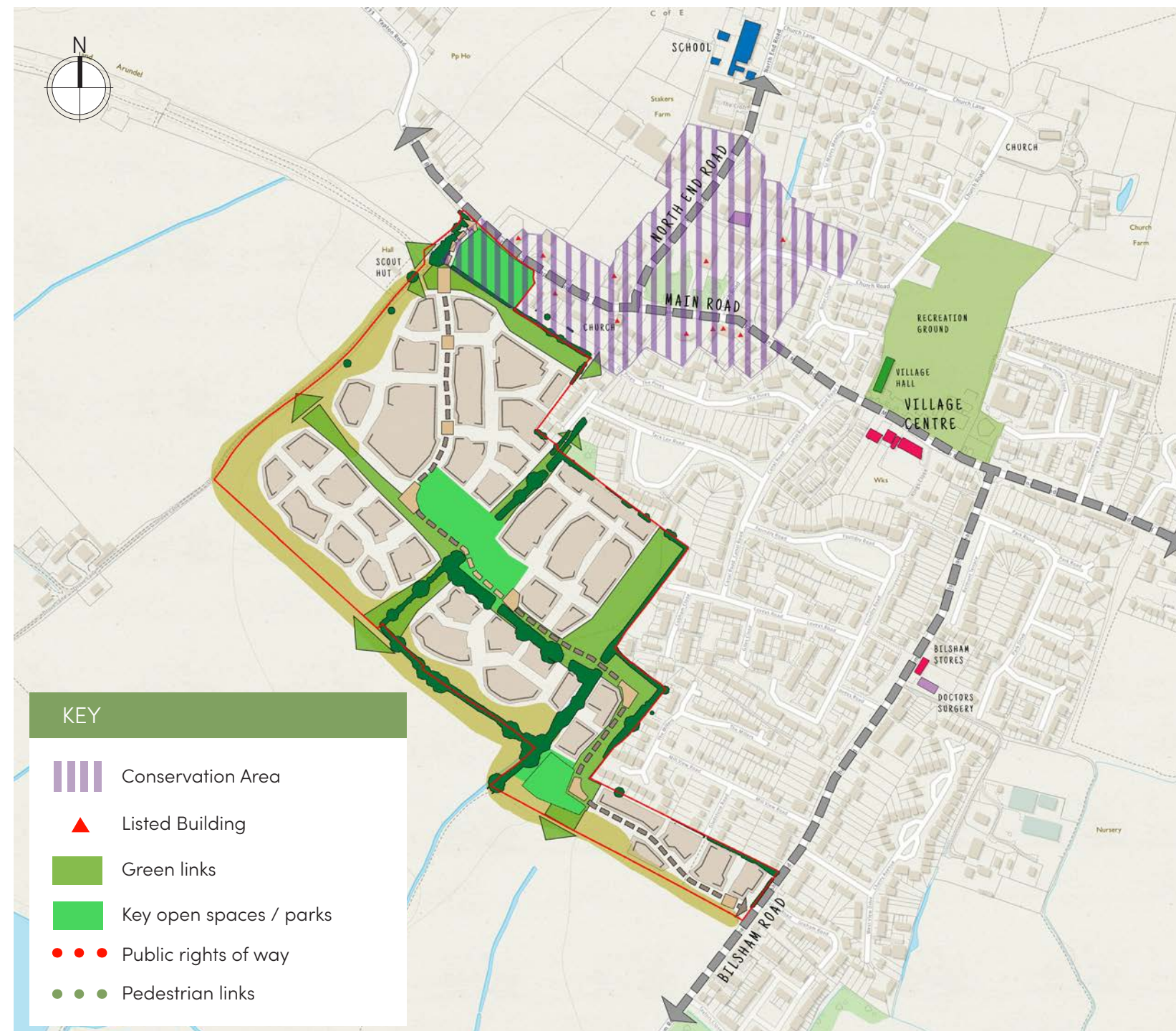


FIGURE 36. Plan showing the site in relation to the Yapton Conservation Area and Listed Buildings



FIGURE 37. Proposed view looking across the field at the entrance to the site from Main Road

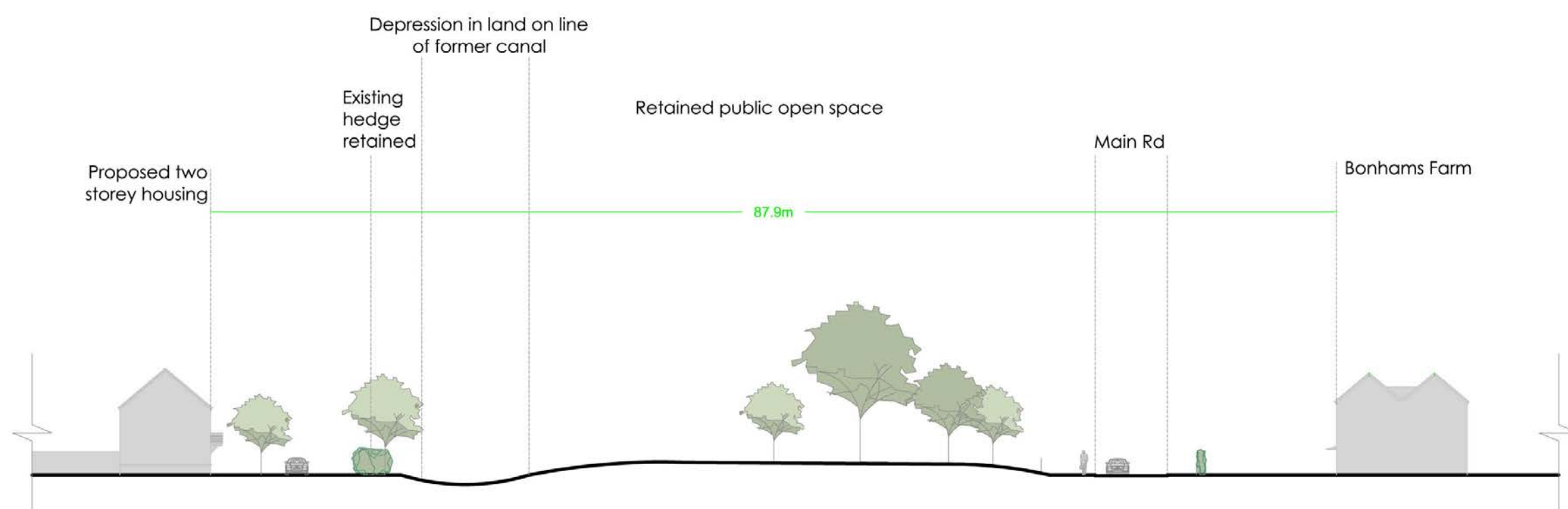


FIGURE 38. Indicative cross sections showing relationship between the proposed housing and existing Listed Buildings in Main Road

7. Character areas

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

The character areas are shown at Figure 39 and are as follows:

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



FIGURE 39. Plan showing the proposed character areas within the site

Canal Green

The Canal Green area draws from the character of Main Road, Bonhams Farm, Yapton Conservation Area and development around former Chichester – Arundel canal.

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

Canal Green will be of a medium to low density and will have an average density of 30 dwellings per hectare.

The key characteristics are:

- Predominantly red brick with clay tile or natural slate roofs
- Some hips and half hipped roofs
- Some flint dressings on key buildings
- Pale render for key buildings
- Boundaries including metal fencing, hedges and brick walls
- A variety of building set backs with some buildings defining the streets and some set back in their plots
- Parking will be provided according the street typology



Laburnum Cottages in the Conservation Area with brick and render



Pale render apartments in North End Road / Main Road



Bonhams Farmhouse (white stucco)



Canal Cottages set back from road behind brick and flint wall



Housing fronting Main Road in the Conservation Area with variety in set backs



Contrasting brick elevations in Main Road



FIGURE 40. Aerial illustration of the Canal Green character area

Drove Field

The Drove Field area draws from the character of farmsteads at Drove Lane Farm, Bonham's Farm and Stakers Farm, Flansham, Bilsham.

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

Drove Field will be of a low density and range between 20 -30 dwellings per hectare.

The key characteristics are:

- Buildings provided in groups (farmsteads)
- Stand alone buildings (farmhouses)
- Open parking courts / yards (yards)
- Boundaries including metal / timber fencing, hedges and brick walls
- Predominantly red brick with clay tile or natural slate roofs
- Some hips and half hips
- Timber boarding, brick with flint dressings
- Pale render for important / landmark buildings
- Parking will be provided according the street typology



Brick and flint barn at Stakers Farm



Bonhams Farmhouse (white stucco)



Flint elevations with brick detailing in Flansham



Converted barns at Hobbs Court



Hoe Lane in Flansham with converted agricultural buildings



Drove Park Farm buildings and farmhouse (right)



FIGURE 41. Aerial illustration of the Drove Field character area

Drove Park

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

The density of Drove Park will range between 30-40 dwellings per hectare and be the highest density within the site.

The key characteristics are:

- Materials similar in colour and texture to traditional palette
- More density in grain of buildings with terraces, larger blocks and tighter streets
- Greater variety in townscape with up to 2.5 storey buildings
- Parking will be provided according the street typology



Recent housing in Navigation Drive



White painted cottage in Church Lane close to the back of footway



Terrace of housing in Bilsham Road set back behind medium gardens



Painted render housing following the line of the street in Main Road



Pale painted render properties in North End Road converted to flats



Housing in The Towpath with a consistent building line



FIGURE 42. Aerial illustration of the Drove Park character area

Lovey's Field

Lovey's Field character area draws from character of Main Road, Church Road / Lane in the heart of the village.

The character is typified by individual double fronted buildings as detached or in pairs. As opposed to Drove Field, Lovey's Field will have more traditional housing types and materials.

By virtue of the existing hedgerows and trees which contain this part of the site, the character area will contain a greater amount of soft landscape planting as opposed to walls and hard boundaries.

Lovey's Field will be of a low density and range between 20 -30 dwellings per hectare.

The key characteristics are:

- Lower density on edges with traditional internal streets
- Building designs traditional in form
- Traditional palette of materials, predominantly brick, flint, tile hanging and pale render
- Grey slate / plain clay tile roofs
- Greater amount of soft landscape planting to define boundaries and within the streets and public realm
- Parking will be provided according the street typology

Note: This character area is only relevant to the planning application on the adjoining site by Gleeson Strategic Land Ltd (Ref: Y/17/91/OUT)



Painted cottages in Church Lane set back behind hedges and walls



White painted cottage in Church Lane set back behind a wall



Bilsham Manor with a range of brick and flint outbuildings



Detached, double fronted property in North End Road



Flint housing in Church Road with brick detailing



Terrace of properties at the back of footway in Church Road



FIGURE 43. Aerial illustration of the Lovey's Field character area

Bilsham Street

Bilsham Street character area draws from character of housing in Bilsham Road and wider Yapton area.

The location of the character area provides the gateway into the site from the east and the interface to the post war development on Bilsham Road.

Buildings will be common in their design approach and more regular than found in other parts of the site.

Bilsham Street will be of a medium density and will have an average density of 30 dwellings per hectare.

The key characteristics are:

- Verges with a variety in width
- Building designs traditional in form including detached, semi detached and terraces
- Bay windows on properties
- Traditional palette of materials, predominantly brick, flint, tile hanging
- Hipped and gabled roofs with grey slate / plain clay
- Parking will be provided according the street typology

Note: This character area is only relevant to the planning application on the adjoining site by Gleeson Strategic Land Ltd (Ref: Y/17/91/OUT)



Housing in Loveys Road with open grassed verges



Pair of semi detached houses in Bilsham Road with dormer windows



Pair of linked buildings in Bilsham Road



Housing in Millview Road set back from the street



Terrace of brick cottages in Bilsham Road with walls and hedges



Housing in Navigation Drive overlooking the open space



FIGURE 44. Aerial illustration of the Bilsham Street character area

7. A range of densities

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

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

The density strategy (Figure 45.) shows how a range of densities including lower, medium and higher will be provided in response to the following factors:

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

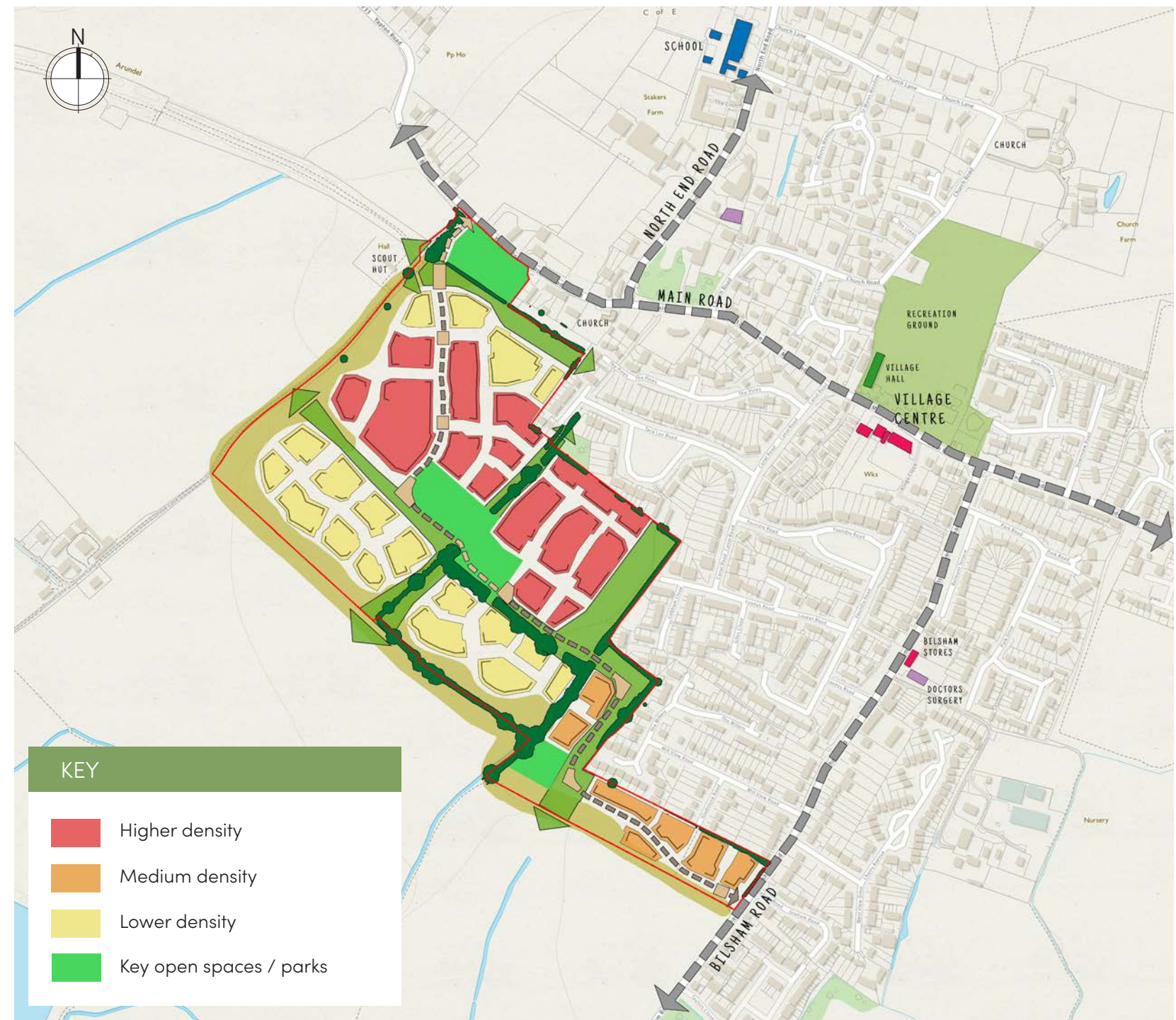


FIGURE 45. Plan showing density ranges across the allocation site

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

FIGURE 46. Table showing the type of housing which will be provided in each of the density areas across the site



YOUR
COMMENTS
PLEASE

1 Access, Movement and...

06 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

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

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



Photographs taken at the community engagement event

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

Discussions with the Arun DC and Yapton Parish Council

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

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

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

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

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

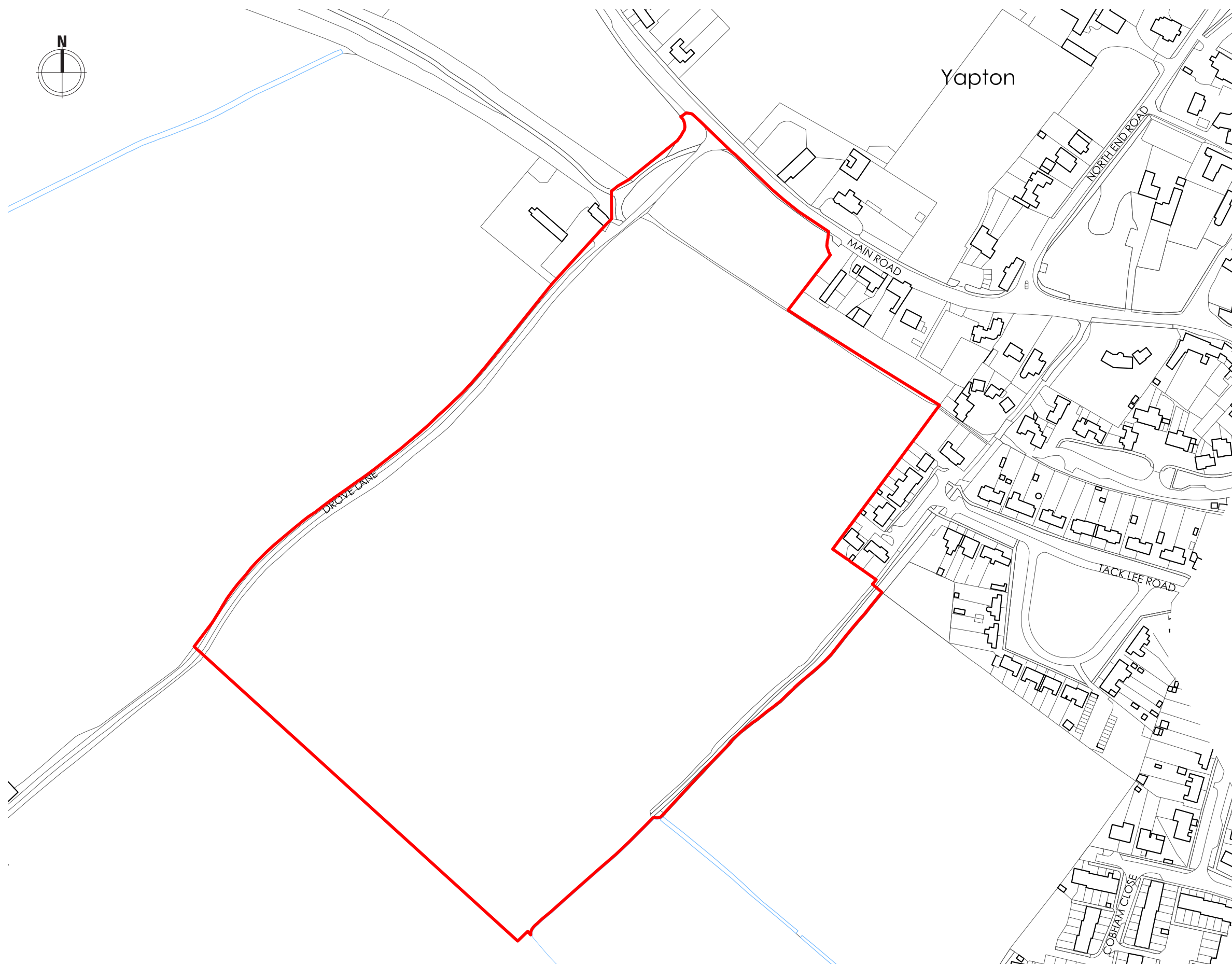


FIGURE 47. Application site plan

06 DESIGN AND ACCESS

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 47.

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
- ■ ■ 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



FIGURE 48. Land use strategy for application site

Use

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

Layout

The illustrative masterplan 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 masterplan 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

KEY

Application site boundary

Housing development block

Primary frontage

Secondary frontage

Village street

Residential street

Lanes / Shared surfaces

Existing trees and hedges retained

Indicative new native planting

Public open space



FIGURE 49. Illustrative masterplan

- 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

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

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 50.) 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
- Lower density on the south western edge of the site where it adjoins the open countryside and adjacent to the Conservation Area



FIGURE 50. Density strategy for the application site

Landscape and Open Space

Standards

The public open space has been designed to meet the standards as set out in the Arun District Council Final Open Space Standards Paper (September 2016).

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

Open space category	Requirement ha per 1000	Requirement for 300 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

*The illustrative masterplan has the potential capacity to provide the allotments within the areas of public open space identified. This area of land could be use for alternative public open space uses if the Council considered it more appropriate.

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, hibernaculums, 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 it's design, to reflect it's 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

KEY

- Amenity space / park
- Natural and semi natural open space (incorporating SuDS)
- Incidental open space / private space
- Children's Play Area (LEAP)
- Children's Play Area (LAP)
- Kickabout Area (1,600sqm)
- SuDS feature



FIGURE 51. Landscape and open space strategy for the application site

Character and appearance

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

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

- Canal Green
- Drove Park
- Drove Field

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

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



FIGURE 52. Extract from the character areas plan for the allocation site showing the relevant character areas within the application site.

Sustainability

Sustainability targets and objectives have been set for the proposed development based on the applicant's aspirations and a review of government guidance.

The 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 53. Movement and access strategy for application site

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.

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.

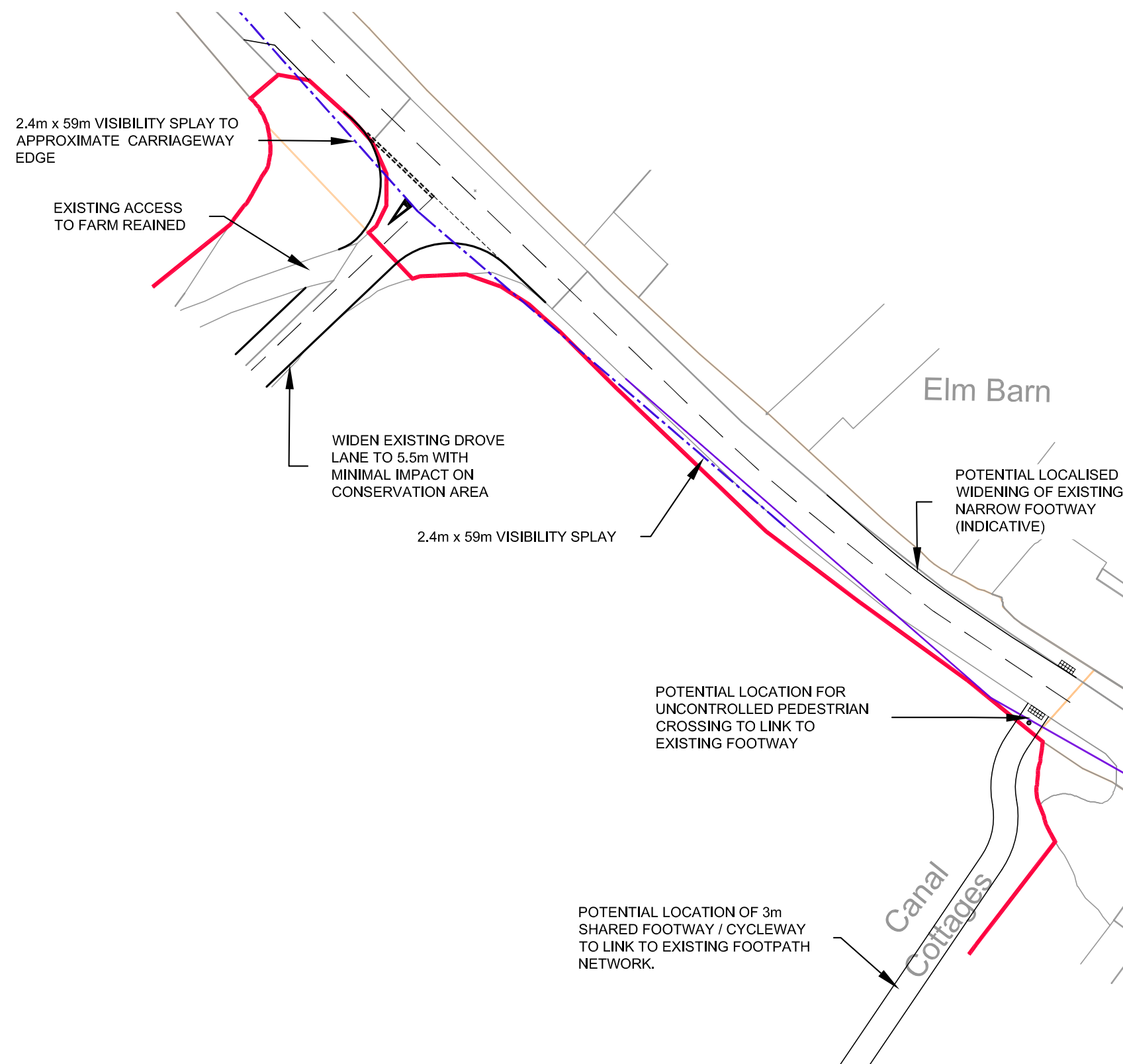


FIGURE 54. Proposed access arrangements for the site

Drainage

Surface Water Drainage Strategy

The proposed drainage strategy is shown at Figure 55. 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.

The SuDS attenuation features will be dry for the majority of the time and contribute to the public open space and landscape for the site. When large amounts of rainfall occur the areas are designed to hold the surface water runoff for a short period of time before the water naturally percolates into the ground.

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.

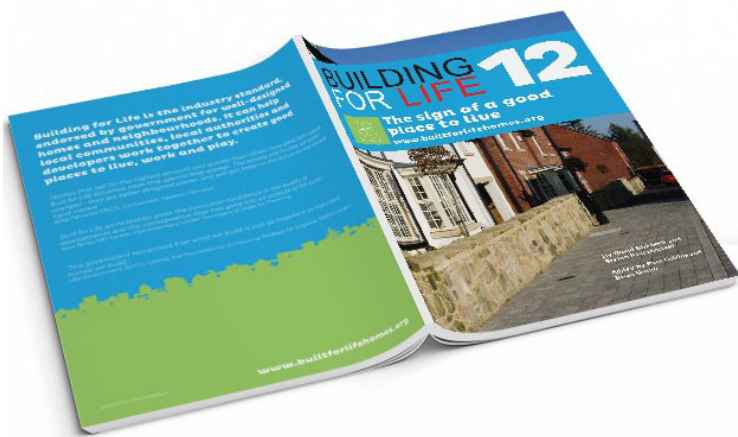
7. Management and maintenance

‘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.

Building for Life

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



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

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

1. Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

The layout has been designed to connect to the existing area via a the new vehicular access to 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 56. 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.

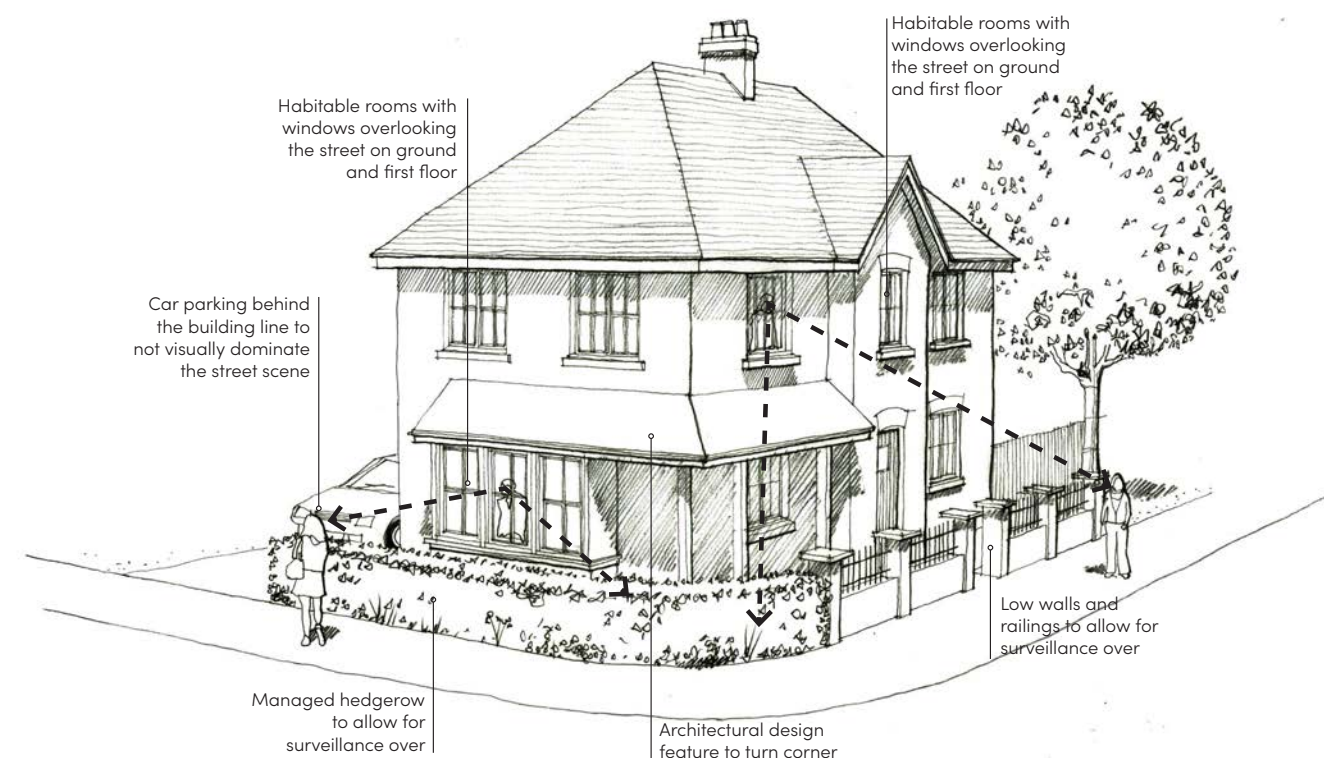


FIGURE 56. Illustration showing how buildings will turn corners

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 are a 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 57. Preliminary Building for Life Assessment

Design Development Response

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

- Additional pedestrian links secured to primary school and cycle link towards Barnham Station
- Link road design confirmed as a residential spine road of no more than 5.5m width with appropriate contextual design detail
- The road hierarchy more clearly defined with clear preference for the residential spine road through design detail
- Additional Green Infrastructure Strategy developed to support the masterplan design
- The central open spaces on each site have been redesigned to work across both sites by combining them and removing 80 m of central hedge and providing biodiversity compensation
- Design revisions to soften setting of the Conservation Area with additional open space and additional illustrations to demonstrate quality
- Character areas explained drawing from Yapton context
- Density revisions reflect request for clearer defined ranges
- Additional illustrations of design quality based on reference to Yapton context with additional work on understanding the Yapton context.

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

Conclusions

In conclusion this design and access statement describes the application by 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.

