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Our Ref: JCH00223

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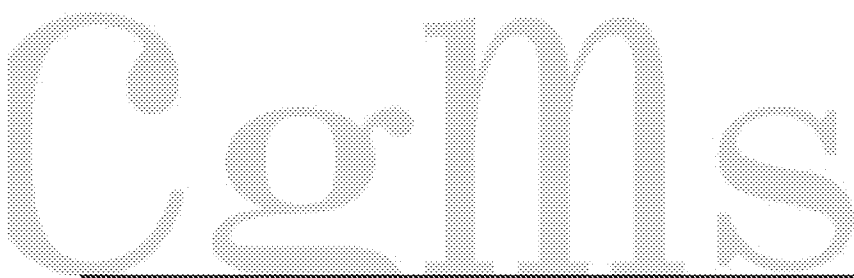
Dear David,

Re: Land at Yapton - Y/92/17/OUT

We are writing in response to recent correspondence from Historic England regarding a potential non-designated heritage asset associated to the current application for land adjacent to Drove Lane in Yapton.

We are writing on behalf of Landlink Estates in order to assess the significance of a recently identified non-designated heritage asset at the boundary of land south west of Yapton Village, henceforth referred to as "the Site", and the impact of proposals upon the significance of this heritage asset. The impacts of proposals for a residential scheme on the Site (planning application ref. Y/92/17/OUT) upon built heritage have been assessed by CgMs Heritage within the Built Heritage Statement in respect of Land at Yapton (ref. JCH00223).

This supporting statement is necessary due to the recent identification of Drove Lane itself as a non-designated heritage asset of archaeological interest not demonstrably of equivalent significance to scheduled monument, and instruction



by Historic England. As such, this statement is an assessment of the significance of the heritage asset and an assessment of the impact of proposals on this significance, as per paragraph 197 of the National Planning Policy Framework.

Assessment of Significance:

Recently brought to the attention of Historic England, the significance of Drove Lane stems from its archaeological interest as a probable remnant of a very ancient drove route between Felpham and the Weald. These routes were derived from "Hollow way", routes which cut across topography and link contrasting environment types. These were principally used for movement of livestock between buildings and common pasture on a seasonal basis. The north end of Drove Lane appears to have been substantially altered during the early 19th century when the Chichester-Arundel Canal was constructed, the canal cutting across Drove Lane at this point. This canal was later filled in in the latter half of the 19th century, and later 20th century modifications such as the partial metalling of the road, have been made to make the road serviceable, and as such the north-most section of Drove Lane does not contribute towards its archaeological interest.

The setting of Drove Lane makes a positive contribution to its historic interest, in the form of agricultural land with sporadic development either side of the drove way which emphasises its historic role as a route and use as a piece of historic rural infrastructure.

Impact of Proposals:

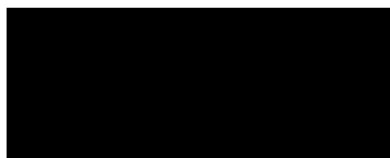
Proposals would only impact the northern portion of Drove Lane, from north of Drove Lane Farm to the B2233. Proposals seek to install a new vehicular junction to the site at the north end of Drove Lane to the B2233, which will have a minor impact to the historical interest of the track by intersecting the existing route. However, this north section is of little archaeological significance due to being substantially altered in the early 19th century by the building of the canal, its filling in at the end of this century, and subsequent alterations. A single pedestrian

junction and improvements to the surface of the road, are proposed along the length of Drove Lane between Drove Lane Farm and the B2233.

Proposals would not otherwise alter the historic course or legibility of Drove Lane which would remain clearly legible. New hard surface dressing is proposed on those parts of the lane which have already been modified and the southern end is not proposed to have any change as part of these works. Mitigation is proposed by a landscape buffer with screen planting to the Site's western edge adjacent to Drove Lane, limiting the perception of change to the setting. This ensures that proposed development would have negligible impact on the setting of the non-designated heritage asset.

It is considered that proposals would cause a very minor impact to the archaeological interest of Drove Lane, a non-designated heritage asset. It is further considered that the mitigation is embedded in the landscape proposals and, that due to the northern part of Drove Lane already being highly modified, the proposed mitigation would reduce the level of harm to the non-designated heritage asset to a negligible level. In accordance with paragraph 197 of the NPPF, this harm should be weighed in a balanced judgement against the low significance of the non-designated heritage asset Drove Lane.

Yours sincerely,



Veronica Cassin BArch., MA
Director, CgMs/RPS Historic Environment