



APPLICATION FOR RESERVE MATTERS

**126 DWELLINGS
NORTH LITTLEHAMPTON, WEST SUSSEX**

DESIGN STATEMENT

September 2017

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INTRODUCTION

The purpose of this document is to provide the design rationale behind the next phase of residential development at the North Littlehampton Strategic Development Area (NLSDA).

This next phase of development, which comprises the second phase of development delivered by Persimmon Homes, is being brought forward under outline planning consent LU/44/11. It seeks to provide 126 dwellings on land east of the proposed Lyminster Bypass and adjacent to the local centre. The Lyminster Bypass and Local Centre will be delivered under separate reserve matters applications. It is known as Parcel C1 and part of Parcels B2, B4 and C2.

This document has been prepared having full regard to the design and access statement that was approved with the outline consent. In addition regard has been had to the more detailed design principles provided in the Development Framework Document (DFD) that has been submitted under s73 application LU/182/15/PL. This ensures that the proposed development has full regard to the broad principles established at outline stage while ensuring continuity in design with the future reserve matters applications that will be brought forward under the s73 consent when it is achieved.

Turning to the conditions that this document relates to:

- Condition 5 requires details of the materials and external finishes of proposed buildings and surfaces and means of enclosure
- Condition 7 requires landscaping details to be provided
- Condition 8 requires the submission of a design statement that demonstrates how the objectives of the approved Design and Access Statement will be met and provides various details that need to be provided
- Condition 31 requires details of sustainable energy design to be provided.

In addition details relating to architectural finishes will be provided in **appendix 1**.

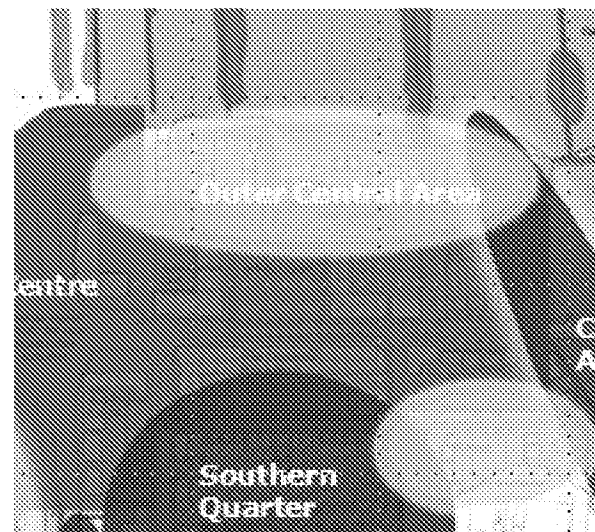
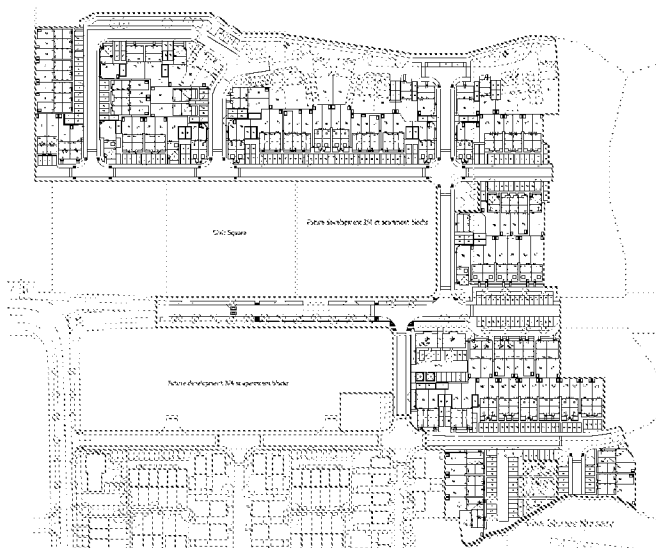
This document needs to be read in conjunction with the submitted drawings, which are detailed on the submitted drawing schedule and all other supporting documentation.

Overall, this document will provide a clear and unambiguous structure of the design approach taken to this phase of residential development.

SITE ANALYSIS

The application site subject to this reserve matters application is located within the western half of the overall development at the North Littlehampton, east of the proposed Lyminster Bypass. It is also located next to and wrapping around the Local Centre. The Main Avenue runs through the centre of the site. These areas are detailed in the s73 DFD as being of higher density contemporary urban development. The Main Avenue and the adjacent future retail development have been key features determining the form of development in this application.

The outer edges of the application site fall within the Outer Central Core character area, where a softer contemporary design approach is required to both reflect the adjoining green areas (the existing Black Ditch to the north and the Central Wetland Area to the east) and provide a clear transition between these open areas and the built form of the development site.



DESIGN PRINCIPLES

Relevant Planning Policy Considerations

The Development Plan for the application site comprises the saved policies of the adopted Arun District Local Plan 2003. Currently, ADC is preparing its emerging Local Plan, with the Examination in Public due to re-convene in September 2017. Given that the emerging Local Plan is relatively well progressed through the preparation process, it represents a material consideration of limited weight in the determination of the planning application.

Relevant design policies are as follows:

Saved Local Plan Policy

Policy GEN7 states that planning permission will only be granted for schemes displaying high quality design and layout and that development proposals must be accompanied by an illustrated written analysis of the site and its immediate setting, together with its relationship with the relevant townscape, landscape, wildlife and movement characteristics of the wider area. This Design Statement provides the information necessary to demonstrate compliance with the various requirements of this policy. In general the proposed layout and design of the dwellings accords with the broad principles detailed in the Outline Planning Permission (as detailed within the Design and Access Statement and the approved parameter plans). As such it fully takes into the consideration both existing site characteristics (which predominately comprise the surrounding landscape) and the design principles approved with the illustrative master plan and parameter plans. In addition, as previously detailed full regard has been had to the more detailed design principles outlined in the s73 DFD. While this document has yet to be formally approved, the principles stated within it have been reviewed and discussed by the District Council, Town Council and Littlehampton Steering Group as part to the s73 process and therefore comprise principles that are understood and supported.

Emerging Local Plan Policy

Policy D SP1 states that 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 consider the efficient use of land, layout, landscape and its setting, density, mix, scale, massing, materials, finish, architectural details and nearby habitats.

Policy D DM1 confirms that when considering any application for development the Council will have regard, where relevant, to character; appearance / attractiveness; impact; innovation; adaptability; crime prevention; trees and woodland; solar gain; public realm; layout – movement; layout – legibility; public art; density; and scale.

This Design Statement demonstrates compliance with these policies.

Policy D DM2 sets out internal space standards for new dwellings which are to be of an appropriate size to meet the requirements of all occupants and their changing needs. As this proposed development is submitted under an already approved outline planning permission it is only necessary to deliver proposed dwellings in accordance with standards prescribed by the outline consent. In this regard full consideration of and compliance with the standards cited in the s106 agreement attached to the outline consent have been had.

Policy D DM3 sets out external space standards for the provision of useable private amenity space (excluding parking and turning areas) in new residential development, including back gardens, roof terraces, balconies and communal gardens in apartment developments. Compliance with this policy is achieved with the proposed development.

Compliance with the Outline Planning Permission and s73 Development Framework Document

Condition 6 of outline planning permission LU/47/11 requires that the development at the North Littlehampton strategic development site is to be carried out in substantial accordance with the Illustrative Masterplan (Drawing No. GR.L-002 Rev A) and the Design and Access Statement incorporating Design Guidance dated February 2011, approved as part of the outline permission. The s73 application seeks to amend the Illustrative Masterplan and also provide a detailed DFD which provides more specific design principles. Full consideration of all these documents has been had in the development of the application proposals as will be detailed where relevant in this statement.

Overall Design Concept

Development in the Local Centre Character Area will need to create a strong public realm in order to provide legibility. Build form will need to stretch along the Main Avenue and wrap around the retail uses and civic square. The area aims to establish new contemporary highly urban vocabulary. High density and increased height of the buildings will create a clear and legible local centre for the future community. A modern and urban approach to design will provide for a distinguished character area that is elevated from the predominately residential character of the wider development site.

As the built form progresses to the Outer Core Character Area it transitions to a more rural design approach, while extending a general contemporary ethos to appearance. In general terms this character area provides for a transition between the modern contemporary Local Centre and Green Edge area which buffers the Black Ditch to the east. This will result in a suburban approach to development, providing for a 'stepping' down of the contemporary local centre to a character that can blend with the softer more open green edge. Increased space about buildings and a simple palette of materials and architectural detailing will help to achieve this. Overall this area aims to achieve increased visual impact as it sits along the edge of the development and has a significant presence for public using Lyminster Bypass.

Site Layout

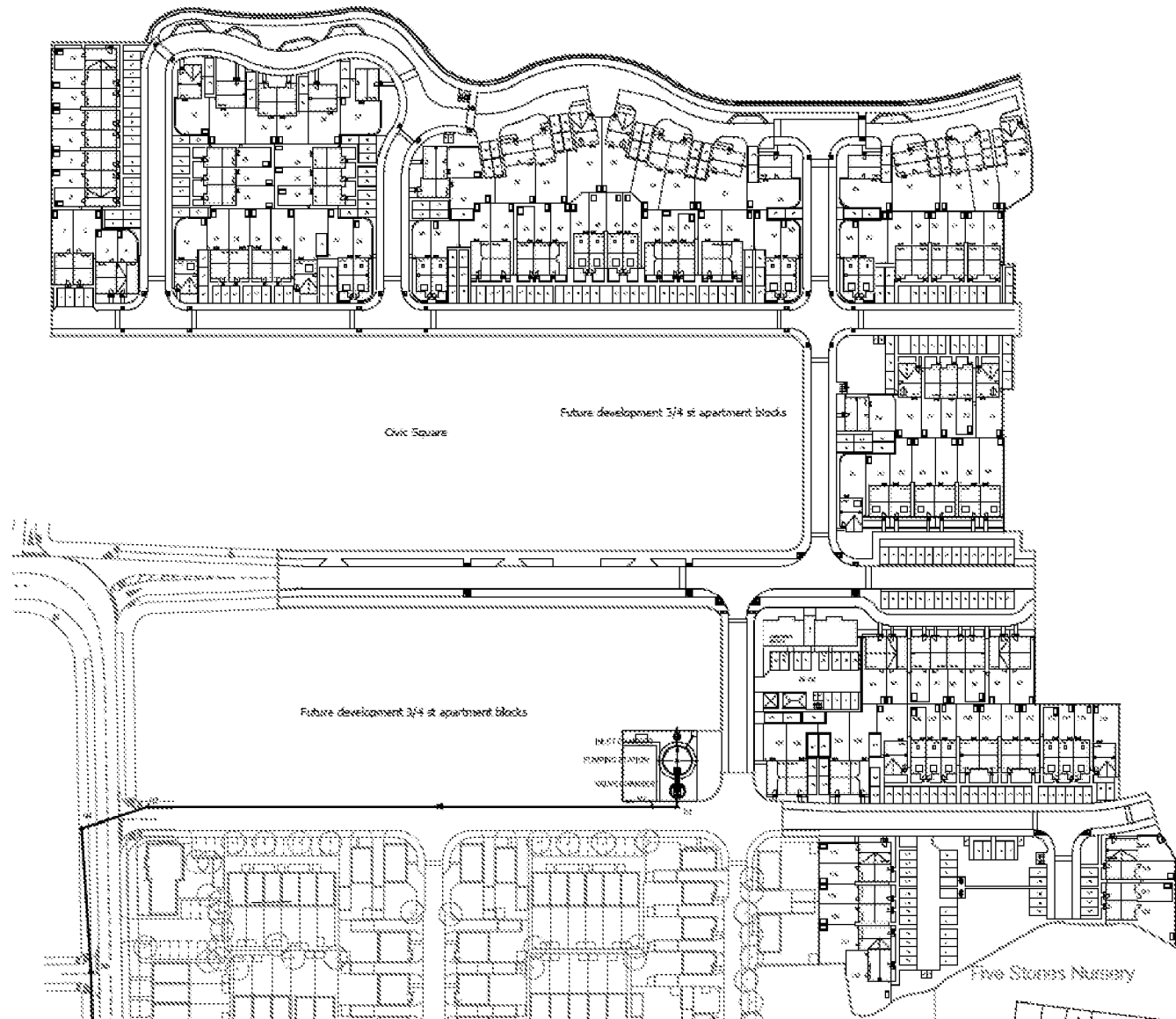
The proposed development is for 126 dwellings. A key aspect of the proposed layout is that this phase of development will bring forward the first part of the Main Avenue which leads from the Lyminster Bypass. When the development is completed the Main Avenue will form the main Spine Road of the development, travelling from the Lyminster Bypass, through the Local Centre, over the Central Wetland Area, into the main residential element of the site providing access to the new School Site and community / youth facilities. As a consequence it is key that built form is appropriately orientated along the Main Avenue in a strong regular form. It is an urban feature of the development and as such development has been designed to front on to it and be urban in character and appearance. Development behind the Main Avenue is primarily residential in character and is softer in form with green spaces. This form will become more irregular in character as the residential areas move to the edges of the Site into the Outer Central Core character area.

The dwellings provided will be a mix of 2 / 2 ½ storey houses providing 2 - 5 bedrooms, and a 3 storey apartment blocks comprising 1 and 2 bed units. Proposed houses will be 2 and 2 ½ storey houses. In accordance with the s73 DFD 2 ½ - 3 storey dwellings have been provided where suitable in the street scenes, predominately along the Main Avenue and in key locations with the main development parcel (e.g. at key focal points). Key to building height will be ensuring that the scale of development appropriately steps down along key frontages and a suitable transition is provided from the Main Avenue / Local Centre to the Outer Central Core character area.

The apartment block is located along the southern boundary of the Main Avenue. In the long term it will form part of a block of apartments around the Local Centre area. In accordance with both the outline planning consent, the s73 DFD and the amended parameter plans, the highest density of development is proposed along the Main Avenue and around the Local Centre, hence the position of the apartment block and the urban design of the proposed built form in this area. As well as the apartment block smaller houses are proposed, arranged in small clusters of dwellings or linear terraces. As development moves out from the Main Avenue towards the Black Ditch to the north and the Central Wetland Area to the east the character changes to that of the Outer Central Core. As such a medium density is proposed with semi-detached and detached houses being incorporated. Design and boundary treatments will soften and a more open character created.

Two LAPS and one LEAP are also provided as part of the proposed development, and these will provide key areas of informal and formal play space for the new residents. One of the LAPs is located within the Local Centre character area, with another located along the northern boundary. The LEAP is located towards the southern boundary.

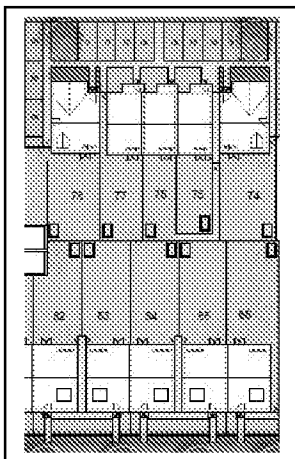
The relationship with the Black Ditch to the north has also been considered as part of the proposed layout. The landscape plan provided with the planning application illustrates that a footpath will be provided between the proposed residential development and the Black Ditch, which is in accordance with approved parameters plans and the principles detailed in the s73 DFD. The intention of the footpath is to facilitate access between the various elements of the overall development and provide a green / rural aspect to movement patterns. However, it is important that the Black Ditch remains a natural area and pedestrian movement contained to the development. As such a strong, medium level landscape buffer along the footpath is provided which will ensure the visual amenity provided by the Black Ditch is retained, but that people are encouraged to stay on the footpath which runs around the perimeter of the site.



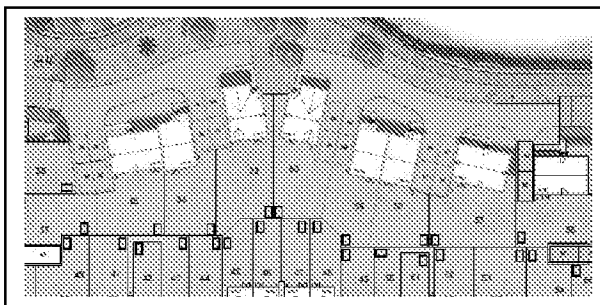
Block Form

The outline masterplan scheme proposed a very clear structure of continuous public frontage overlooking public routes and spaces with private rear areas predominantly backed onto new or existing private rear areas. This overall concept has been carried through into the detailed scheme. Strategic planting reinforces the building line with regular trees used to reinforce and enliven the street scene where possible and relevant to the character that has been established. Regard has been taken to the nature of the spaces that need to be created with specific consideration given to the character areas that have been specified in the s73 DFD. As a result regular rectilinear and square forms have been used for parts of the development that fall within the higher density Local Centre character area and along the Main Avenue, with a looser more fluid form created for the development that falls within the Outer Central Core character area. The individual development parcels provide the opportunity for localised residential block variations, including:

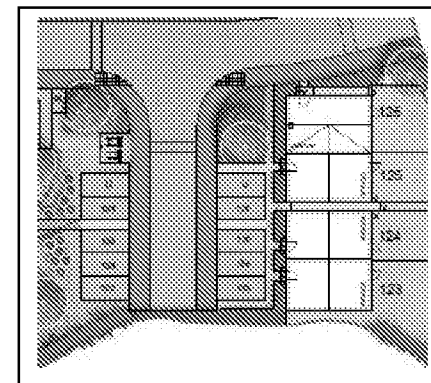
Back-to-back (this is a traditional arrangement where dwellings back onto one another separated by private rear gardens, parking is provided on plot or frontages)



Private Drives (where dwellings are grouped together often in a more irregular format parking is usually on plot)



Courtyard (where dwellings are arranged around courtyard parking and / or open space)



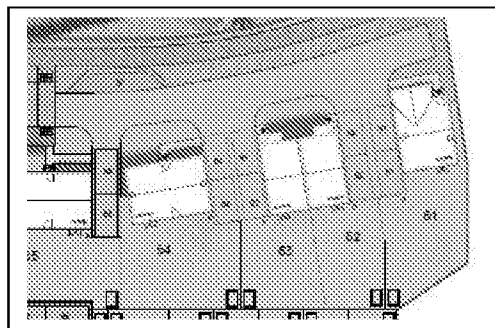
Frontages will provide activity to the street and will assist in defining the streets and spaces that are to be created. They are defined by either key focal buildings or spaces and the built form has been designed to accord with these concepts. Pedestrian legibility is a key design concept that all proposed frontages have embraced. Streets have been designed to be overlooked with development providing activity to the streets and spaces. Corner buildings

provide fenestration to their two outward looking edges to provide natural surveillance and avoid blank facades with the street scene. They are defined by their scale, change in material, boundary treatment, setback, colour, or detailed design.

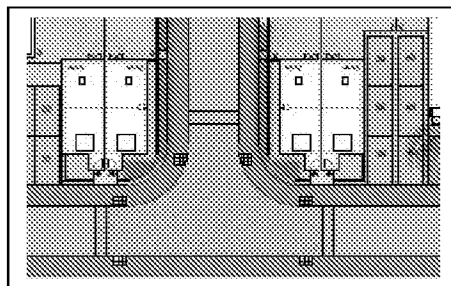
Structure

The structure that has developed as a result of the block form created provides for a clear placement of dwellings. A traditional approach has been taken where dwellings front onto roads with a back-to-back structure. This optimises use of the land parcel whilst allowing a clear and identifiable dwelling / parking relationship to be created. It also ensures activity and overlooking of the public realm while allowing for private rear gardens to be provided. To the north and east the structure has softened, particularly where dwellings overlook the key green spaces of the Black Ditch which allows for a different character which adds interest to the overall structure of the application site. To vary the formality of the grid structure shared surfaces and private drives, parking court yards and raised tables are provided which varies the width of roads and enables different surface and boundary treatments to be established and provides further variety in the street scene areas provided.

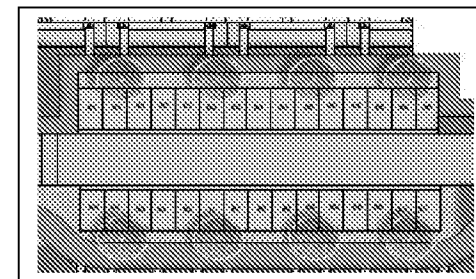
Private Drives



Raised tables



Parking Courtyards



Scale

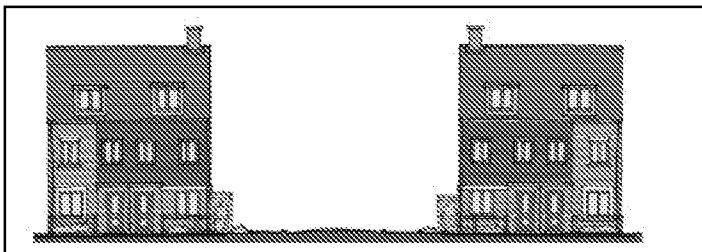
The Local Centre and Main Avenue provide the opportunity for taller buildings. This is due to their relationship and proximity to the retail element of the Local Centre which will be 3 / 4 storey's in height. It is also important to provide a strong sense of place along the Main Avenue and having appropriately scaled built form is key to this. The aim of the taller elements is to reinforce and support the strategic status of the area. In particular the Local Centre will be the centre of economic and retail activity and therefore building height will reflect this.

In addition focal buildings will act as markers within the development. These have been located in and around the Local Centre character area and on locations along the Main Avenue. They operate as gateway features used to define changes in character / design approach. They have been designed to be

appropriate to the area in which they are located and be taller more structural buildings that provide an element of consistency and integration for the development. They are between 2.5 -3 storeys in height.

Local focal buildings have also been provided within the main development parcel on key corners and vistas to provide local legibility. They will act as local points of interests and can be used to define local spaces. They 2.5 storeys in height.

Focal Buildings – acting as gateway features



Local Focal Buildings – creating key vistas



Spaces

The Illustrative Master Plan demonstrates that a clear demarcation between public and private spaces must be achieved. For the development site this has been interpreted as follows:

- Public areas - are open spaces with designated areas of movement defined by footpaths. All of these areas are overlooked by surrounding development and will be managed by a management company.
- Semi-private spaces - are the areas which are shared, but which are principally for the new residents of the development, such as parking areas and shared surfaces. These areas are accessible to residents and demarcated with a change of material and often a strong sense of enclosure, defined by the building forms that also provide natural surveillance to the space.
- Private spaces - are defined by the use of landscaping and built form. Private residences will have privacy strips or front gardens which are defined by walls, fencing, hedging and / or planting. Private rear gardens will be provided and defined by close board fencing or brick walls. The back-to-back block structure that has pre-dominantly been used in the proposed layout has the benefit of increasing the sense of security by ensuring that the backs of dwellings are not exposed.

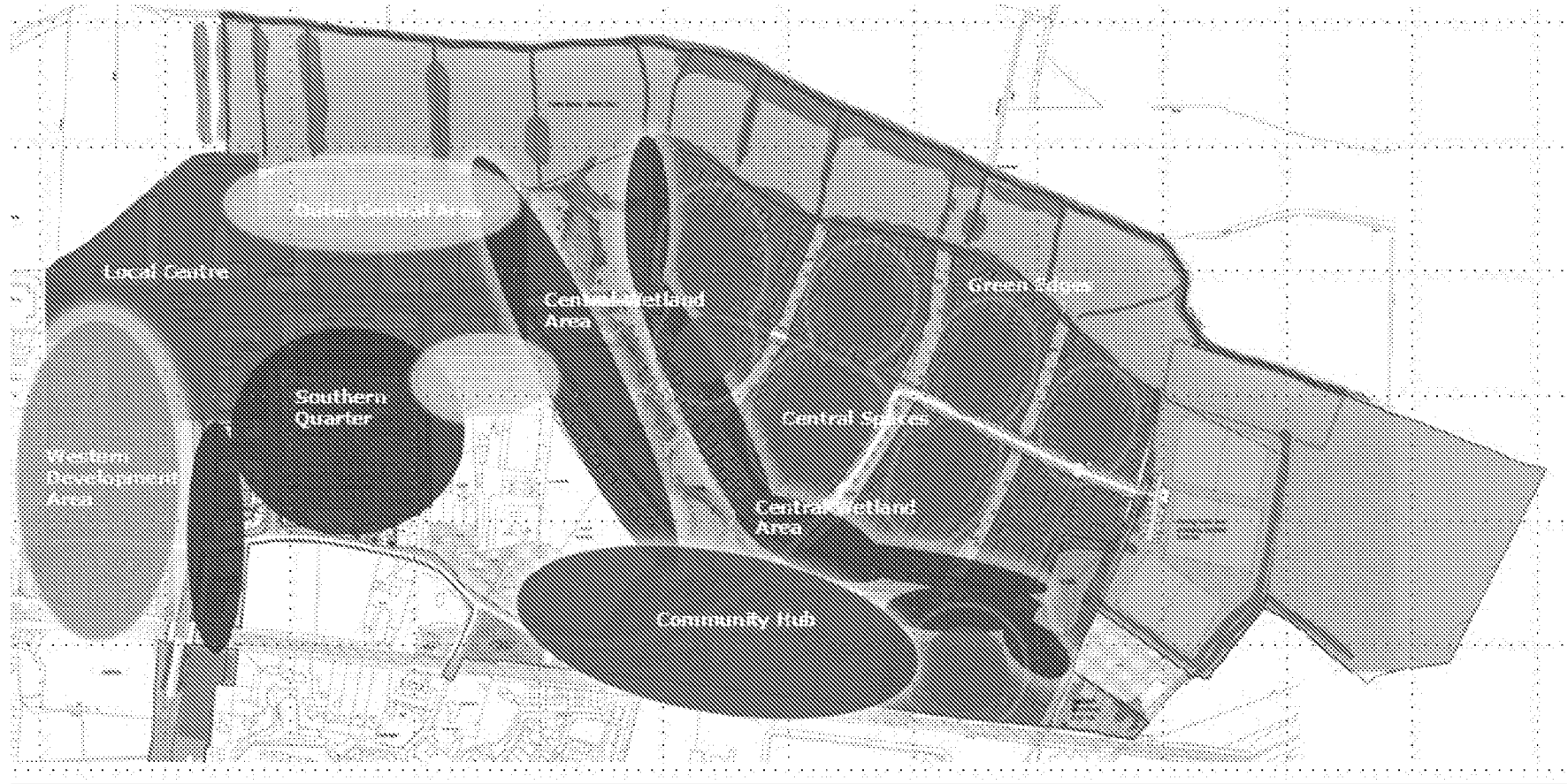
Overlooking

All proposed dwellings have been appropriately set back with adequate separation distances provided. Distances that will generally be adhered to are as follows:

- 20m back-to-back
- 11m side-on

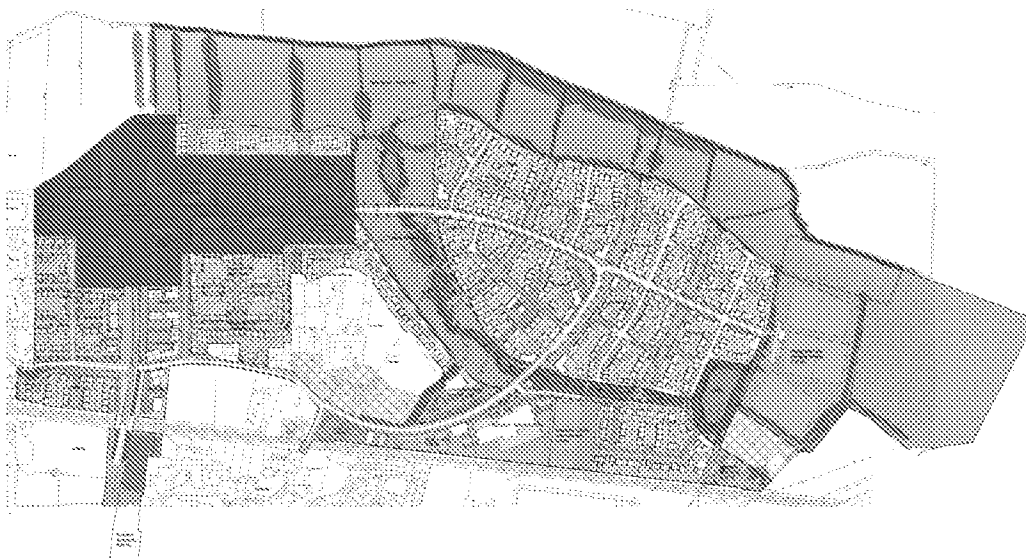
Appearance

The development site comprises 2 character areas (1) Local Centre; and (2) Outer Central Core. The following pages detail the overarching design principles that have been incorporated into the layout and built form proposed.



Local Centre Character Area

Overview



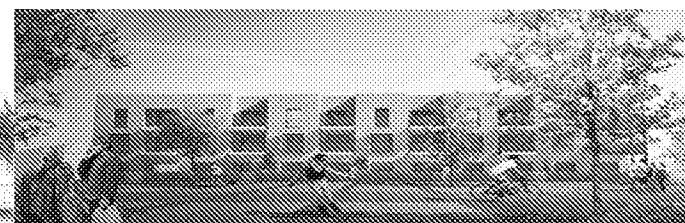
This area will become the main retail and commercial hub of the Development Site, establishing a new gateway into Littlehampton. Development will contain a mix of uses.

The main 'hub' of the area will be the northern roundabout of the Lymington Bypass. This will be the focus of gateway appropriate development of a contemporary modern design.

Commercial buildings (and other non-residential uses) will be focused at the roundabout. This provides the most suitable location for strategic focal buildings to be established. They will define a step change in the character of the Lymington Bypass as it bisects the development site and enters into the newly established boundary of Littlehampton's built up area. The commercial buildings will therefore anchor the gateway concept that will need to be developed in this area. Buildings of up to 4 storeys will be appropriate so as to provide structure and form to the overall 'gateway' that will be created in this area. They will also form a strong reference point for the Lymington Bypass as it approaches and bisects the Development Site.

The retail element (including the provision of a care home) will lead off from the commercial area moving south and eastwards. It will therefore mark a change from the strong gateway element to the more 'local' functions of shopping and civic amenities. They also mark the beginning of the Main Avenue which will become the backbone of the wider development.

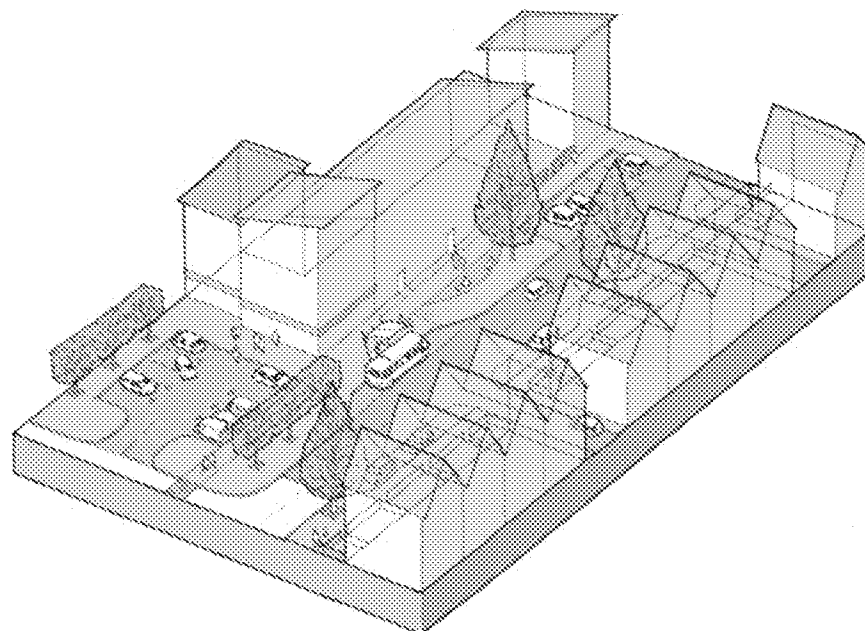
Residential development in the form of apartments, will be appropriate above retail. Residential accommodation is an important feature of this area as it will provide critical mass and life to the retail / commercial area outside of normal trading hours. These buildings will be local focal buildings and should be set back further from the Main Avenue to draw people into the heart of the development. The creation of a strong pedestrian public realm will be key to the success of this area.



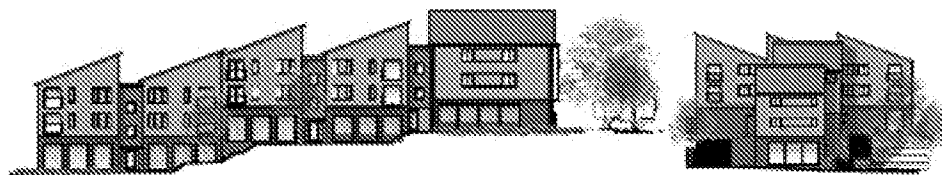
Images showing the scale and design that would be appropriate for the commercial and retail elements of the Local Centre. Also demonstrate how pedestrian and vehicular public realm can be created through the use of surface materials, street furniture and structural planting.

Local Centre Character Area

Overview



Appropriately scaled buildings and clearly demarked pedestrian and vehicular spaces will be key to the success of the Local Centre.



A modern design approach will be appropriate, creating a new thriving environment providing local commercial, retail and civic hub

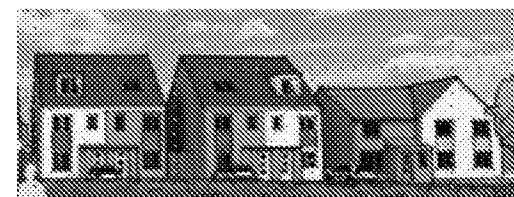
The design of the buildings in the Local Centre will need to create a new modern vernacular that takes a steer from the existing urban areas of Littlehampton while also providing a character that is suitable for the Development Site.

Focal buildings will need to be provided to ensure that the varying elements and land uses of this area are easily understood.

Pedestrians will be prioritised to ensure that safe access to the various uses is facilitated while ensuring that a clear road hierarchy is established to enable easy and direct access. Surface materials will be key to this. Due to the high usage of the main carriageways and footpaths it is likely that tarmac/decem will be the most appropriate surface material (also likely to be requested by WSCC). However, shared areas, private drives, civic spaces and speed control features can be provided in block paving. The use of block paving will be a key way of differentiating between functional public areas (e.g. movement corridors) and civic areas suitable for socialising.

The civic square will be a key feature that will draw the public realm together. It will have three primary functions: (1) as a civic area suitable for seating / structural parking; (2) car parking for the retail / commercial uses; and (3) drainage storage facility.

Residential dwelling surrounding the local centre will receive modern and contemporary elevation treatment to respond to commercial and retail elements of the area. Terraced dwellings appropriate on outer limits fronting Main Avenue - 2 1/2 / 3 storey residential development will be appropriate. In the areas set back from the Main Avenue terraced and clusters of small and medium housing in a traditional grid pattern providing for elements of back to back housing will be appropriate.

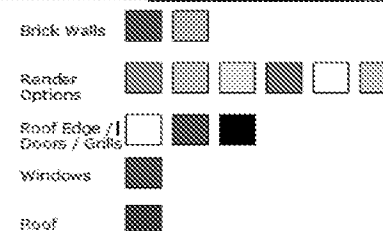
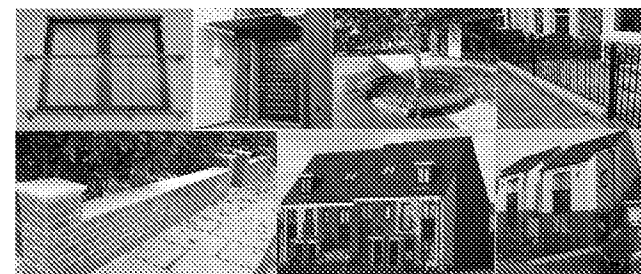


Modern design approach to residential dwellings, brick colour and render existing.

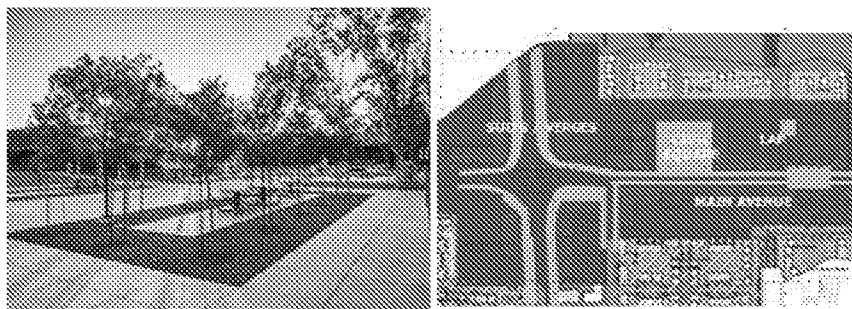
Local Centre Character Area

Architectural Detailing

Architectural Detailing:	
Use	Commercial, retail, non residential, care home, residential, civic.
Density / Unit configuration	High density development providing for commercial and civic uses, retail development with apartments on upper floors. Terraced dwellings arranged in linear and cluster form appropriate on outer limits fronting Main Avenue.
Residential unit types	Predominantly apartments and terraces fronting the Main Avenue and civic square.
Storey Heights	Predominantly 4 storeys along the Main Avenue and Lyminster Bypass reduced to 3 / 2.5 storey around the edges.
Parking arrangement	Predominantly courtyard parking (commercial and retail element) with a mix of frontage parking (to terraces) and limited on plot parking for larger units.
Offset	Up to 4m from Parking / Road corridor to allow for defensible front garden space.
Front Boundary treatment	Use of railings and bollards. Some additional use of low level walls along the Main Avenue residential development.
Material palette	Contemporary material palette. Mixture of urban red and buff brick (strong block colours) with complementary render and cladding (in varying colours - see palette opposite). Predominantly smooth interlocking grey roof tiles.
Surface Materials	Main Avenue: Carriageway: black tarmacadam Pavement: black tarmacadam Verbs: precast concrete Shared areas, private drives, civic spaces and speed control features in block paving.
Accents / Corners	Simple detailing. Important corners to be defined by increased building height, parcel entrance to be identified by dual aspect units with enhanced elevational treatment.
Window Forms	Contemporary, simple form casement windows. Modern grey UPVC flat dormer windows if appropriate.
Balconies	Balconies to block of flats overlooking civic square and green open space Juliette balconies to houses. Glass or railings infill.
Roof Detail	Mono pitch roof elements to retail and commercial buildings. Standard roof pitches with contemporary clipped eaves to residential units. Roof and window details in medium / dark grey.
Doors and Canopies	Dark Grey or Black GPP doors and canopies. Predominantly flat, simple, contemporary canopies to residential units. External structures or recesses canopies to retail and commercial units.



Local Centre Character Area



Public Realm & Green Space

Civic Square

This will be the main public realm focus within Local Centre Character Area falls onto the Central Civic Square which is at the heart of commercial and retail centre.

Area allocated for civic square but will also play a number of important roles:

- it will provide consumer parking for retail element of the development
- it will provide an informal meeting place and sitting areas for the community members and visitors to the area
- it will act as a centre which congregates and provides safe and well overlooked environment with strong sense of place.

The civic square will respond to the urban modern form of development which frames it. Mainly hard surfaced but opportunities for meaningful soft landscaping particularly along the periphery should be provided for.

LAP

The local centre delivers a Local Area of Play (LAP) which will provide a back drop for modern contemporary housing along the northern boundary of character area.

Infrastructure Verges

Green verges located along the main infrastructure roads provide opportunities for structural tree planting. The Lymington Bypass will need to provide for a landscaped SUD's feature.

Main Avenue

Designed with generous green verges providing formal tree planting to Local Centre Character Area.

Local Centre Character Area

Main Avenue



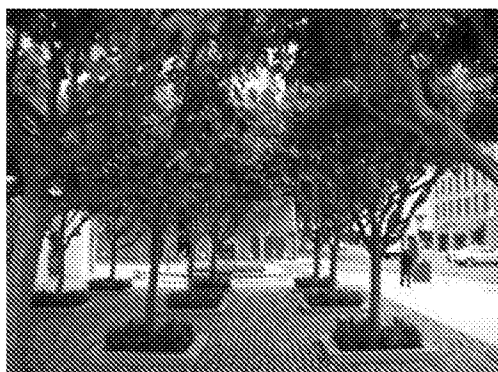
Main Avenue continued....

The Main Avenue will receive wide verges to provide a generous movement and socialising spaces for pedestrians. This will also allow for structural tree planting to both complement and soften the urban character of this area. .

The Main Avenue sits along the edge of Civic Square which will provide for an important focal point of the area, enabling residents and users to connect with and access the various different uses provided in this area. The Main Avenue's interaction with the Civic Centre will therefore be an important consideration, where pedestrian and cyclist safety is provided, along with areas of informal seating and gathering.

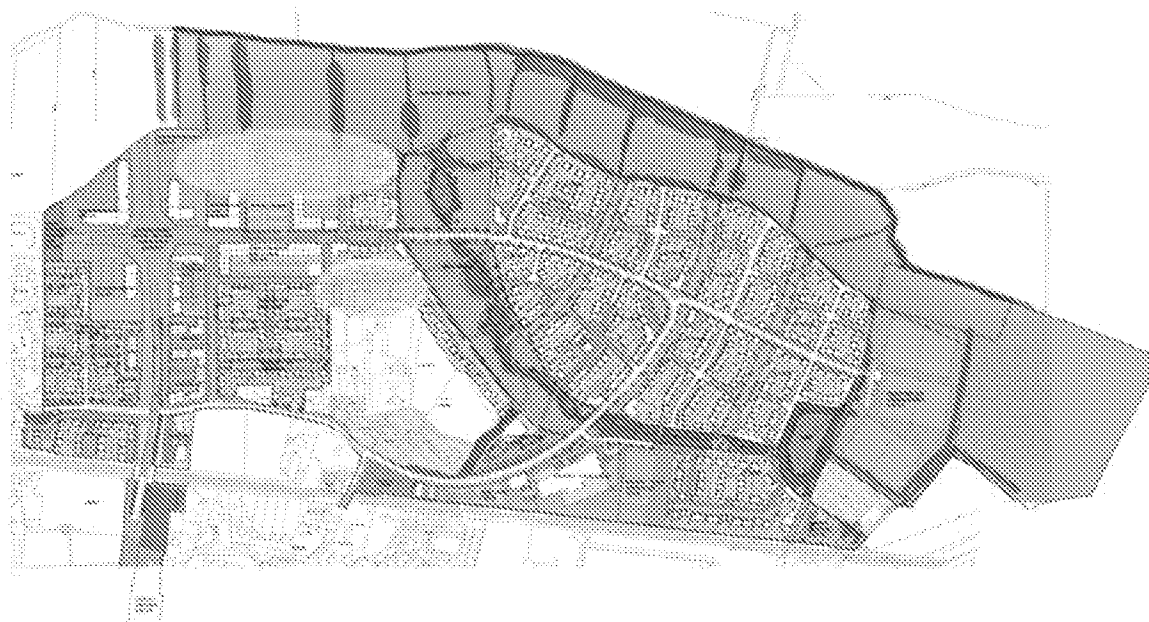
The Main Avenue will deliver a combined cycle / footpath to one side and footpath / bus stop to the other. This arrangement will prevent conflict between cyclists / bus stops.

Dwellings along the Local Centre area will receive mainly low level wall boundary treatment to provide personal defensive space separating dwellings from the busy road. Boundary treatment should remain in keeping with the modern feel of the that particular character area.



Outer Central Core Character Area

Overview

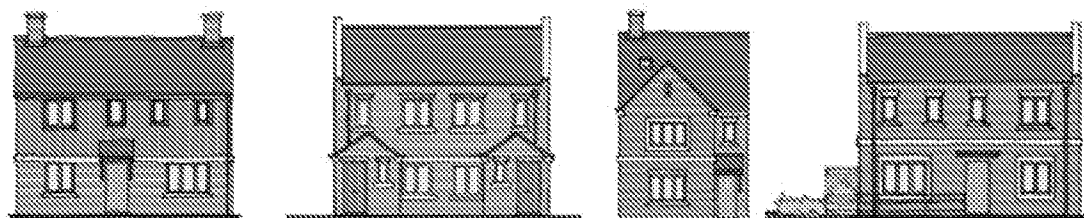


This area will provide transition between Black Ditch and Local Centre to the north, and between the Local Centre and retained land to the south / Central Westend Area to the east. It will operate as a secondary area to the Local Centre, while also providing for a softer, green boundary.

Residential dwellings that are adjacent to the Local Centre will be of a softer contemporary appearance so as to provide a complementary built form. Key to this will be a layout retains its urban grain. This layout will loosen, providing greater opportunities for landscaping and the establishment of green lanes along its northern and southern boundaries of the character area.

The layout and design of the buildings along the northern boundary should be more regular with greater space between built form to provide an appropriate long view from Arundel and the Lynnhurst Express. A contemporary approach should still be applied to the overall design concept, but with a softer muted colour palette and increase in exceptional features to add interest.

The southern portion of that character area will provide for a transition between Central Westend Area and Local Centre. In this area a LEAP will be provided around which semi detached and terraced dwellings will be sited so as to provide a secure and defensible enclave that benefits from a pleasant outlook onto the internal green space. This area generally should have a semi urban architectural detailing (e.g. stone gills and headers) of a contemporary character. Landscaping will be a key feature of the boundaries and facilitate the creation of green lanes.



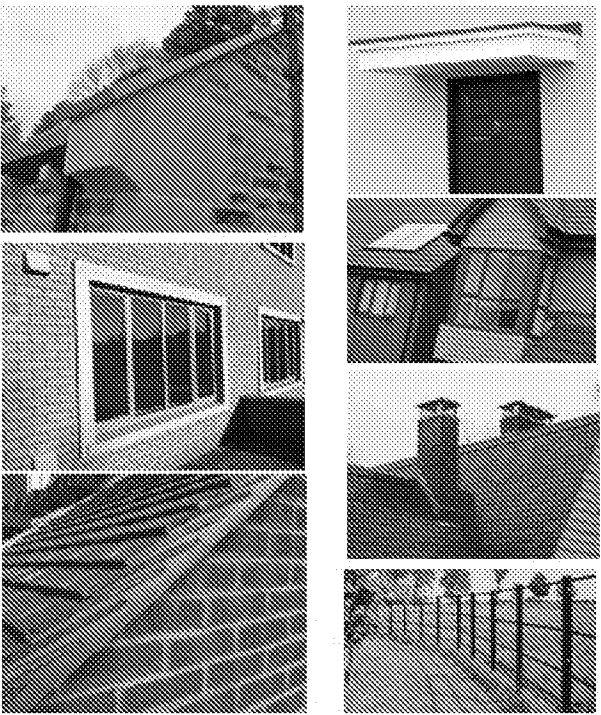
Design and elevation concepts for dwellings within Outer Central Core Area.

Development will generally be of a linear character located along short stretches of private drives with direct access to the green open space that it buffers. Layout design will encourage small to medium family housing, with some larger dwellings along the northern boundary. The area will be heavily influenced by its excellent links to main roads, local centre and green open space.

Pedestrian movement will be encouraged along the edge of the development linking new housing areas with recreational areas to the east and community hub including school and community centre to the south. In addition pedestrians will be able to filter through the development towards Local Centre.

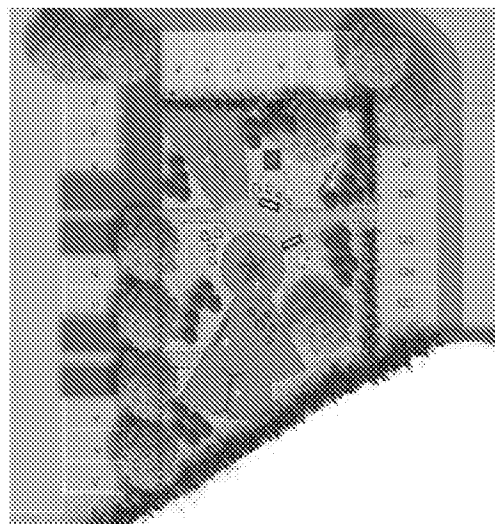
Outer Central Core Character Area

Architectural Detailing

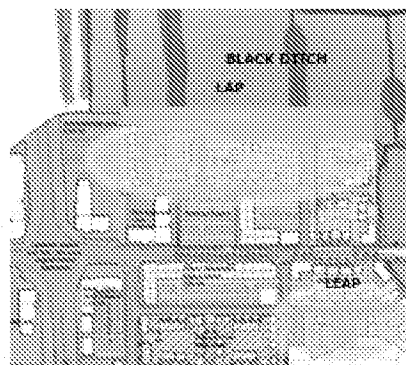
Outer Central Core Area			
Use	Residential.		
Density / Plot configuration	Medium density. Predominantly semi detached units with short terraces at the interface with Local Centre Character Area. Some detached units along the northern boundary.		
Residential unit types	Small to medium size family accommodation, with larger dwellings where appropriate.		
Storey Heights	Predominantly 2 storey with limited amount of 2.5 storey.		
Parking arrangement	Predominantly on plot with a degree of frontage parking at the interface with Local Centre Character Area.		
Offset	Min 1.5m along road corridor with increased offset for properties located along the Black Ditch where urban grain becomes looser.		
Front Boundary treatment	Estate fence to key corner buildings, grass verges and hedges with elements of stone walls to key buildings.		
Material palette	Predominantly buff and orange multi bricks with elements of grey contrasting brick. Vertical weather boarding will be appropriate along the boundary with the Black Ditch. Grey, medium to small smooth interlocking roof tiles.		
Surface Materials	Shared areas, speed control features and private drives predominantly in block paving. Connection to Local Centre in black tarmac/drivage with precast concrete kerbs.		
Accents / Corners	Important corners to be defined by dual aspect units and use of modern style chimneys. Weatherboarding to be used along the Black Ditch to provide interest to long reaching views from Lynminster Bypass. Perpet walls to key buildings. Stone banding detail above ground floor windows...		
Window Forms	Contemporary grey casement windows of traditional proportions without window bars.		
Roof Detail	Standard domestic pitch suitable for 2 & 2.5 storey dwellings. Clipped verges to standard gable ends. Stone corbels to accent gables.		
Doors and Canopies	Light and dark grey / green GRP door in a simple traditional / cottage design. Lean to and flat modern canopies - simple external features of traditional proportions fixed with brackets.		
GRPs and Headers	Semi urban window treatment with stone gills and headers. Full stone surround to feature windows. Semi raised flat gauge window headers with stone gills.		
		Brick Wall Render / Weatherboard Roof Edge / Doors / Gills Windows Roof	

Outer Central Core Character Area

Public Realm, Open & Play space



LEAP Design in accordance with Landscape Architect drawings



Key areas of public realm and open space



Dwellings bordering the Black Ditch need to have a strong irregular form providing for space and landscaping so as to establish a strong open character appropriate for the boundaries visibility from the open land (and Arundel) to the north.

Black Ditch

The Black Ditch is an green open space that will remain unchanged. The northern boundary of the character runs alongside the Black Ditch, therefore it will need to be open in character with a strong landscape buffer and dwellings fronting on to the Black Ditch to provide appropriate long views from Arundel and the Lymington Bypass.

As a result development should be provided as private drives providing for a strong open character. Dwellings should be set back allow for extensive planting to substantial front gardens.

A pedestrian footpath should be provided along the northern boundary, as part of the landscape buffer. This will provide connectivity with the wider development.

LARs

A LARs should be provided along the northern boundary. This should be of a more rural character, with timber structures and informal play equipment.

LEAP

A LEAP should be provided in the southern section of the character area. It can sit comfortably between medium density development providing for easily accessible play area. Design and equipment should be more rural in character with a strong reference to landscaping and relationship with the Central Wetland Area to the east.

The semi urban character of the development in this area will allow allows for a greener public realm to development, with a degree of frontage parking broken up by areas of well organised soft landscaping.

The road adjacent to LEAP provides pedestrian and vehicular access to Central Wetland Area.



Existing character of the Black Ditch will remain unchanged

Mix

The application is for 126 dwellings. A mix of house types is provided catering for a wide range of household types and requirements. The table below details the mix provided, along with the split between affordable housing and market housing.

Littlehampton Phase 3

	SQF	Bedrooms	NO. ON SITE	TOTAL SQF
Market				
Apartment	535	2	13	7015
Hamlet	751	3	20	15220
Cottage	532	3	18	15776
Hamlet	559	3	4	2236
Clayton	595	3	8	7950
Wykeham	1013	4	13	2326
Greenbank	1058	3	5	5290
Leckham	1152	4	5	5760
Luxury	1220	4	7	8540
Wykeham	1325	4	5	10125
Total Market			90	85540
HA Shared Ownership				
WPL2020A	503	2	15	12045
WPL2020C	509	3	3	2727
WPL2020A	1205	3	2	2410
			20	17182
HA Affordable				
WPL2020A	503	2	4	2012
WPL2020A	1205	3	4	4820
WPL2020A	1314	3	1	1314
WPL2020C-01	1014	3	1	1014
HA-F 2bed, 4 person	740	2	2	2960
HA-F-WH, 2 bed, 3 person	779	2	2	1558
			15	14358
Total HA (28.5%)			35	31740
TOTAL ON SITE			125	117280

All affordable housing units will meet HCA standards, with 10% satisfying lifetime home standards.

Of the 126 dwellings proposed 2 are wheelchair accessible. These comprise the ground floor apartments.

Means of Enclosure

Garden fences will comprise of either a 1.8m high close-boarded timber fence or a 1.8m brick wall, which complies with the recommendations of the Noise Assessment by WYG.

Timber knee rails are used in amenity / green spaces where appropriate to separate use and add character.

Hedging and estate fencing will be used where appropriate along the site boundaries (specifically the northern and southern boundaries).

Security

‘Secure by Design’ principles have generally been incorporated into the layout. Public routes and parking areas are well overlooked and all means of access are located so as to avoid enclaves that could be used for anti social purposes.

Waste, Recycling and Cycle Storage

Drawing 543_PL_SiteLayout_108A details the refuse collection strategy for the site. For the individual dwellings bins and bicycles will be stored in rear gardens and rear access has been provided to enable easy and direct access. For the apartments communal refuse and cycle stores are provided within easy reach of the apartments and adopted road, again ensuring that the 35m carrying distance is complied with.

Lighting Strategy

Details of the proposed lighting strategy are shown on Mayer Brown drawings A/PHLITTLE-INT.1/13-1 and 13-2 Rev P2.

MATERIALS AND FINISHES

The schedule on the following page details the proposed material finishes for the dwellings in the three character areas that comprise this development site. Samples of these materials can be provided on request.

The information provided in this section is considered sufficient to discharge outline conditions 5 and 7(ii).

Surface material information is provided on the surface treatment drawing by Mayer Brown (ref: A/PHLITTLE-INT.1/11-1 and 11-2 (rev P4) and the landscape layout drawing by WYG (Ref: LA100F). A summary of the hard landscape proposal are below:

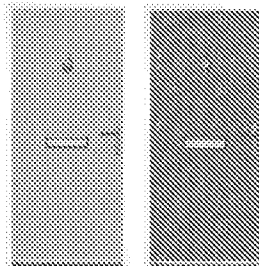
Soft landscape proposals

-  **Tree planting:** refer drawing LA101 for details and tree and hedge plant schedule
-  **Shrub planting:** refer to drawing LA104 for plant schedule
-  **Native hedge planting:** refer to drawing LA101 for details and the plant schedule
-  **Climbing plants:** refer to LA104 for plant schedule
-  **Species rich turf:** refer to LA101 for specification
-  **Amenity grass:** refer to LA101 for specification

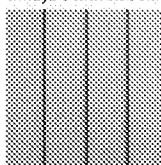
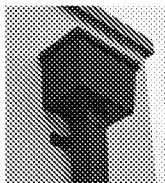
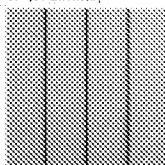
Boundary treatments

-  **Timber fence 1.8m high:** refer drawing LA107 for details
-  **1.8m wall:** refer drawing LA107 for details
-  **Low level wall:** refer drawing LA107 for details
-  **Low level railing with brick piers:** refer drawing LA107 for details
-  **Metal railing:** refer drawing LA107 for details
-  **High level wall allowing overlooking of carparking spaces:** refer drawing LA107 for details
-  **Estate railing:** refer drawing LA107 for details
-  **Ecology**
-  **Log piles:** refer to Ecosa report

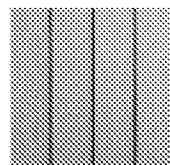
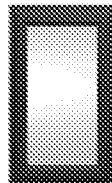
Littlehampton Phase 2 Outer Central Core



Inneys Beauvoise Slate HP17 (or similar)

Hardie (or similar)
Cedar Cobble Stone

Cedar Light Mist



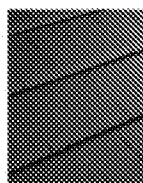
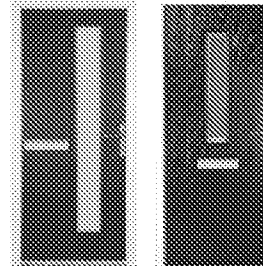
Cedar Soft Green



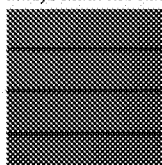
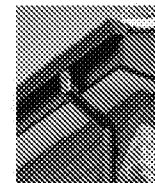
Weber Beige (or similar)

Edenhall Islington
Vintage Stock (or similar)Edenhall Kensington
Vintage Stock (or similar)

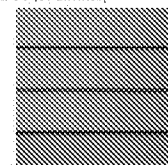
Local Centre



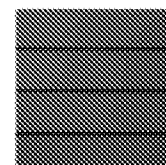
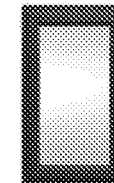
Inneys Beauvoise Slate HP10 (or similar)



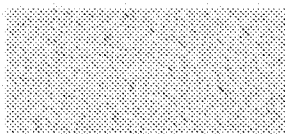
Smooth Iron Grey



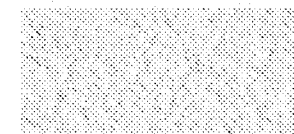
Smooth Monterey Taupe



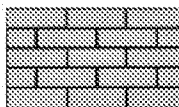
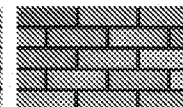
Smooth Evening Blue



Weber Silver Pearl (or similar)



Weber Chalk (or similar)

Edenhall Dolomite
Cream (or similar)Edenhall Kensington
Stock (or similar)Edenhall Sutherland
Blend (or similar)

ARCHITECTURAL DETAILS

The following plans, provided in **appendix 1**, provide details of the following architectural details that are shown on the proposed house types:

- Primary Entrance Threshold Detail (ground level slopes down toward the building)
- Primary Entrance Threshold Detail (ground level slope down away from the building)
- Threshold Detail through Secondary Entrance
- GRP Chimney Details
- 140mm Deep Reconstructed Stone Cill (in Brick or Stone)
- 140mm Deep Reconstructed Stone Cill (in Render)
- Splayed Brick Cill in Brick or Stone
- Splayed Brick Cill in Render
- 140mm Deep Reconstructed Stone Cill with Stone Surround in Brick or Stone
- 140mm Deep Reconstructed Stone Cill with Stone Surround in Render
- 215mm Brick Soldier Course Below Cill in Brick or Stone
- 215mm Brick Soldier Course in Render
- Brick Corbel with 225mm Overhang
- Unventilated Boxed Eaves Detail
- Unventilated Open Eaves Detail
- Unventilated Boxed Eaves Detail for Raised Tile Roof
- 150mm Open Boxed Eaves Detail for Raised Tile Roof
- Unventilated Boxed Eaves Detail for Loose Rafter Roof
- Ceiling / Skilling Detail for Loose Rafter Roof
- Ventilated Boxed Eaves Details for Raised Tile Toof
- Stepped Flashing Abutment with Interlocking Tiles
- Reinforced Pier Detail
- Brick Soldier Lintel Detail
- Splayed End Reconstituted Stone Lintel
- Square End Reconstituted Stone Lintel
- Brick Voussoir Lintel Detail
- Render Plinth Detail
- Lean to corner GRP Canopy with Brackets
- GRP Open Lean-to Canopy and Brackets

- Raking Stretcher Verge with 50mm Overhang
- Raking Stretcher Verge with 50mm Overhang – Warm Roof Construction
- 215mm High Brick Soldier Course
- Feature Brick Dentil Band (1)
- Feature Brick Dentil Band (2)
- Juliette Balcony Detail

Please refer to the house type pack for reference purposes.

ACCESS AND PARKING

Access to this phase of development will be via Toddington Lane and the IDR that runs adjacent to Parcels B3 and B5. Once the Lyminster Bypass is delivered a significant volume traffic will naturally flow from the A259 roundabout, with Toddington Lane and the IDR very much becoming a secondary route for access.

Pedestrian links will be facilitated by the main vehicular links, as well as a wider network of existing public rights of way and proposed and existing footways and cycle ways. These will facilitate access to the wider countryside where possible and on-site open and play space.

Road Hierarchy

The road hierarchy proposed has sought to expand on the broad principles of main, local, and residential roads has been retained. The following types of road are proposed with the application site:

- Main Avenue
- Estate Roads
- Shared Surface Roads
- Private Drives

The overarching rationale for the road hierarchy is that larger roads are used to carry more intense levels of movements, often with clear and structured segregation of pedestrians, cyclists and vehicles. Roads in the lower order will be less engineered and extend to the edge of the development.

The following images provide the design principles associated with the road types that have been incorporated into the proposed development.

Internal Street Structure

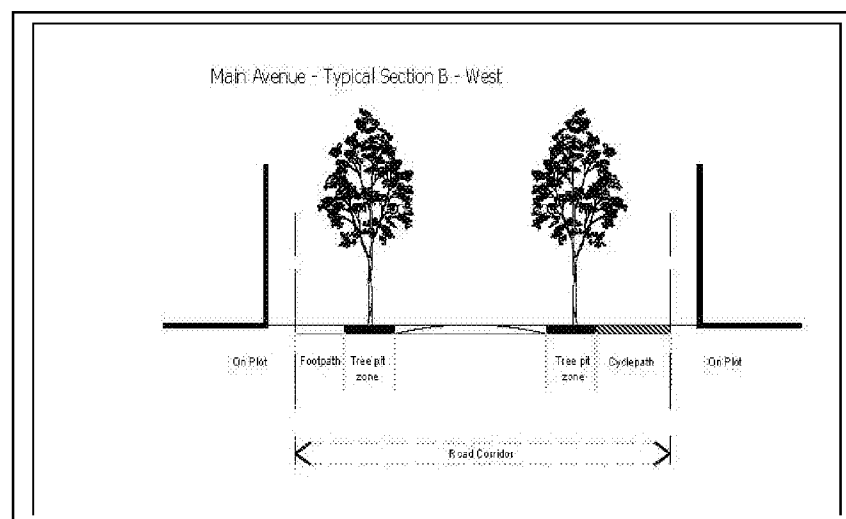
The overall internal road layout of the development is dictated by the proposed block structure set out in the Outline Planning Permission which states that in the western part of the Site, around the local centre, in which this application site is located, the road pattern has a strong grid-alignment that is regularised, creating a strong urban form to the area.

In addition, the outline design and access statement suggest that the design of individual development parcels should provide permeable and legible road patterns. This has been achieved by offering users multiple ways to travel through the Site via routes that are safe and overlooked. The road hierarchy, along with pedestrian and cycle routes looks to achieve this. In addition all open spaces, parking areas and footways within the street structure are overlooked by development with activity promoted onto the streets and open spaces. Natural surveillance is key to ensuring that streets are safe.

The use of appropriate boundary treatments, as detailed previous, is also key to the development of safe legible streets. Please refer to the Landscape Layout (LA100F and 101-105F) for further details.

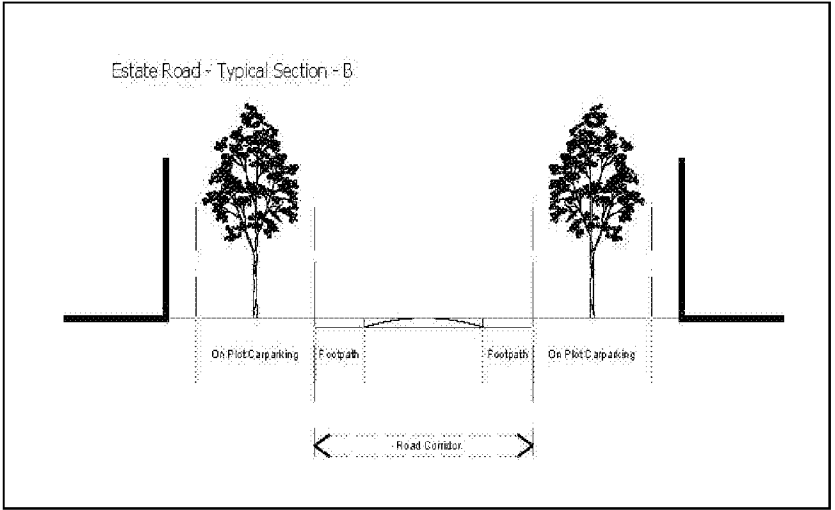
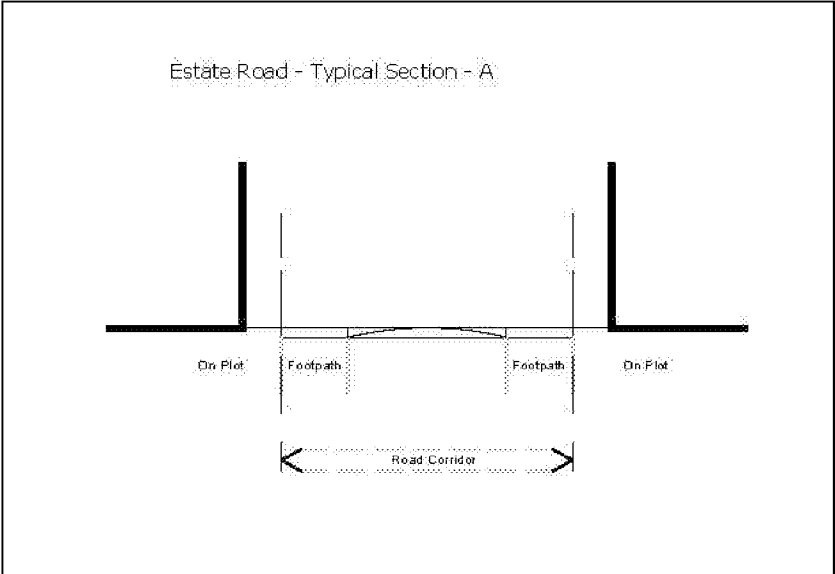
Main Avenue

Main Avenue - West	
Max Speed	20mph
Minimum carriageway width	6m
Footways	3m to one side
Cycleway	3m to one side
Verge	2m planting strip along the carriageway to both sides
Direct access to dwellings	allowed
Public Transport	yes
Bus stop	on the road
Bus route	Yes
Traffic calming	yes
On-street parking	limited



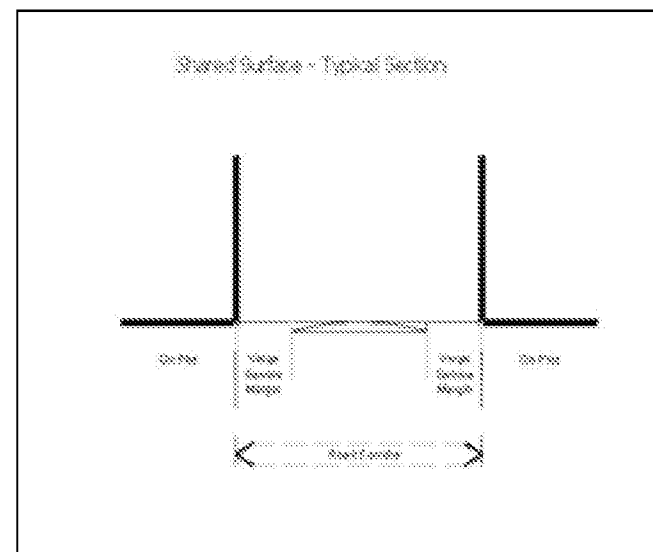
Estate Roads

Estate Roads		
Max Speed	20mph	
Minimum carriageway width	4.8m	
Footways	2m to both sides	
Cycleway	On road	
Verge	N/A	
Direct access to dwellings	allowed	
Public Transport	N/A	
Traffic calming	yes	
On-street parking	Allowed	



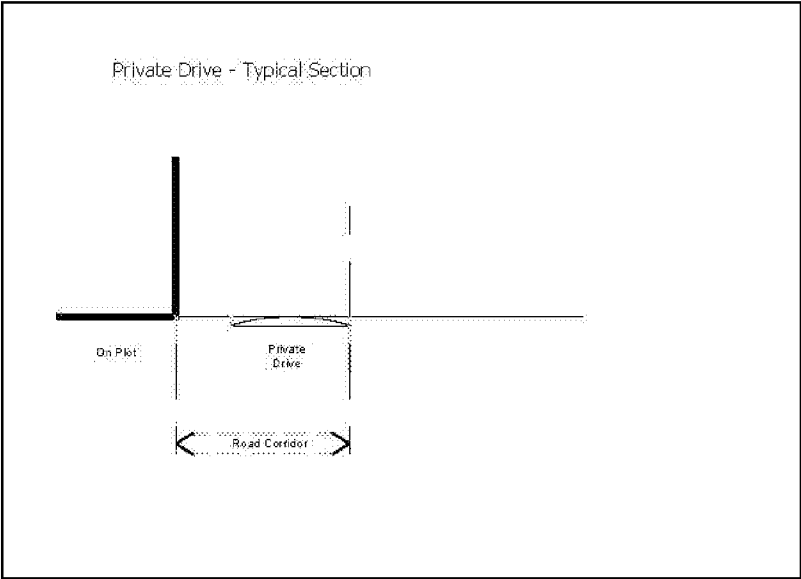
Shared Surfaces

Shared Surface Road	
Max Speed	20mph
Minimum carriageway width	4.8m
Footways	-
Cycleway	On the road
Verge	1.2m & 2m
Direct access to dwellings	allowed
Public Transport	N/A
Traffic calming	yes
On-street parking	Allowed



Private Drives

Private Drive			
Max Speed	20mph		
Minimum carriageway width	4.1m		
Footways	-		
Cycleway	On the road		
Verge	0.5m & 2m		
Direct access to dwellings	allowed		
Public Transport	N/A		
Traffic calming	yes		
On-street parking	Allowed		



LANDSCAPE

A key element of the design of the proposed development has been the development of a robust landscape strategy which provides an appropriate setting for the development and a pleasant living environment for future residents. Detailed landscaping plans are provided with the application submission. The landscape concepts that have been developed are shown on landscape drawings LA100-LA107F.

Some tree and some hedgerow removal will be required to accommodate the development. As detailed on the Landscape Layout and Tree Plan this has been kept to a minimum and where possible good quality species are retained. Where removal is necessary landscaping has been proposed to ensure that key landscape features across the site will be enhanced, this includes tree and shrub planting, herbaceous plants, species rich grass and climbing plants. Large specimen nursery trees throughout will provide a sense of maturity within the development. The trees are both native and ornamental species, positioned in appropriate locations. Shrub and herbaceous plants is themed by location and will provide colour, texture and interest all year. The planting includes grasses and herbaceous species at the north and robust ornamental shrubs (both evergreen and deciduous) elsewhere. Planting schedules are provided on drawings LA101 - LA105F.

In addition a strong landscape buffer, incorporating a footpath is proposed along the northern boundary of the development site to ensure that an appropriate green barrier is provided between the development site and retained open land. This will be in accordance with principles detailed in the outline consent and the design framework document submitted with the s73 application. A compensatory mixed native hedge is proposed along the southern boundary.

A Local Equipped Area of Play (LEAP) is provided within the development. It includes timber structures, boulders and logs for both formal and informal play opportunities. Tree planting and hazel coppice within the space will provide shade during the summer months whilst encouraging more imaginative play opportunities all year. A hedge and knee rail defines the LEAP boundary. Local Areas of Play are also provided in the site and include species rich grass, seating, and tree planting.

Proposed surface materials include block paving at junctions, shared drives, and key parking areas. The paving will help reduce the amount of tarmac proposed on the roads and footpaths and will also provide additional colour within the site. Surface finishes within the LEAP include bark mulch and compacted gravel on the paths. Along the main avenue, trees will be planted into tree grilles with granite setts. In addition to surface finish materials, boundary treatments within rear gardens are close board timber fencing. Boundaries to side of main footpaths within the public realm are brick walls. Seating areas are limited to the play areas.

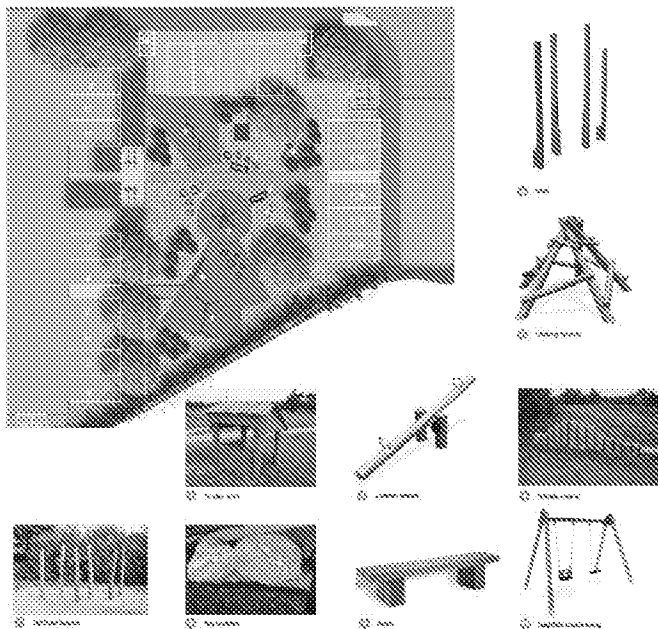


PLAY STRATEGY

Formal and informal play areas form a key part of the overall landscape strategy for the Site. As part of the development site, two LAPS and one LEAP will be provided. The proposed design and layout of these areas provided on the Landscape Plan.

The first LAP is located along the northern boundary and falls within the Outer Core Central Character area. As such this LAP will be more rural in character, with softer landscaping and boundary treatment. The second LAP is located alongside the Main Avenue and falls within the more urban character area of Local Centre, it therefore provides a more urban play environment with structured landscaping / boundary treatment.

The LEAP is also located in the Outer Core Central Character Area and therefore will be more rural in character. It will comprise of timber play equipment and a soft landscaping setting as detailed on WYG LA108.



SUSTAINABLE DRAINAGE DESIGN

A Technical Drainage Note has been provided by WYG and accompanies the application submission. This provides details of both the surface water and foul drainage strategies and how they accord to the principles agreed within the outline consent.

Surface water will be discharged from the development into existing watercourses that connect into the Black Ditch. The Black Ditch is an ordinary watercourse and tributary of the River Arun. Discharge consent has been obtained from the Environment Agency to utilise an outfall, known as outfall B. Therefore, all proposed surface water from the application site has been designed to connect into the piped system that will discharge at outfall B. A hydrobrake will restrict discharge to that approved with the outline planning consent.

Surface water storage will be provided in the form of a cellular crate tank system constructed under the civic parking area which lies adjacent to the development site. This storage tank has been designed to accommodate storage for a 1:100 year return period + 30% climate change.

SUSTAINABILITY

Condition 31 of the outline planning permission requires demonstration of how renewable energy and sustainable design have formed an integral part of the design development process of the proposed development. As per the s106 the whole development will be built to Code Level 3. In addition a 10% carbon reduction through the use of renewable or low energy is provided for. The carbon reduction will be a fabric first approach thereby obtaining the saving in perpetuity and minimising future maintenance.

A sustainability statement has been submitted with the application which details how this will be achieved.

CONCLUSION

The proposed design uses good urban design principles to provide a safe and pleasant environment in which to live.

A good palette of house types, materials and architectural detailing will provide an attractive, well designed place to live.

Careful consideration has gone into providing for a proposed layout and housetype package that complements the overall design ethos for the NLSDA, while ensuring that the application site has a sense of identity and place.