



North Littlehampton

Development Framework Document

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Introduction

The purpose of this document is to provide further design guidance, building on the overarching principles set by Outline Planning Permission (LU/47/11). It should be read in conjunction with the approved Design and Access Statement as a supplementary document.

It provides the detail and rationale behind amendments sought to the parameter plans attached to the Outline Planning Permission and by doing so will provide a clear framework document to steer the design and development of North Littlehampton as various reserve matter applications are brought forward.

It will therefore provide a clear and unambiguous structure for the North Littlehampton development as a whole.



Setting the Scene

Outline Planning Permission LU/47/11 permitted an urban extension north of Littlehampton. Permitted land uses included:

- Up to 1,260 residential dwellings
- Up to 13,000sqm of Class B1 employment floor space (including a 3,000sqm Enterprise Centre)
- Up to 3,500sqm of Class A (retail) local facilities
- A 100 bed hotel
- A 60 bed care home
- Land for a new 2-Form Entry Primary School
- A Community Centre, Youth and Leisure Facilities
- A Combined Heat and Power Plant
- Extension to an existing Household Recycling Plant
- Landscaping
- Replacement and additional Allotments
- Multi-Functional Green Infrastructure, including sports pitches (and changing facilities), informal open space, children's play areas
- The southern section of the Lyminster Bypass (which must bridge both Toddington Lane and the railway line)

In addition a further Outline Planning Permission (LU/63/11) permitted the extension of the southern section of the Lyminster Bypass by means of a 'link' to Fitzalan Road A reserve matters application relating to the appearance, layout, scale and landscaping of the Fitzalan Link has been submitted to Arun District Council (ref: LU/234/16 RES).

Persimmon Homes successfully acquired the North Littlehampton development site in 2014 and have committed to deliver the residential development and main infrastructure (including all green infrastructure and both the southern section of the Lyminster Bypass and the Fitzalan Link).

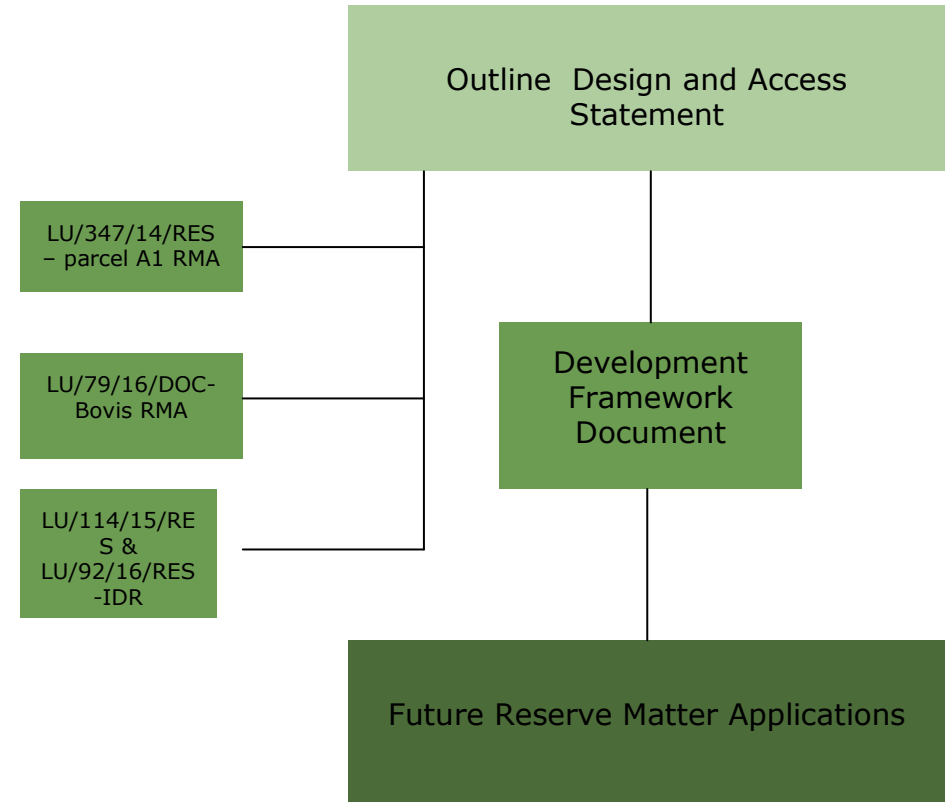


Diagram showing structure of application submissions / approvals

Setting the Scene

Since acquiring the Site, Persimmon has been reviewing the illustrative Master Plan to ensure that all elements of the approved development are deliverable. As a result of this process it has become apparent that some relatively minor amendments are required to the illustrative Master Plan and the parameter plans that sit behind it to ensure that the development is deliverable.

In addition several discrepancies between the approved plans and the s106 agreement that is tied to the Site were identified. The amendments also seek to address these.

These discrepancies have been formally addressed through the submission of a s73 application, which this Development Framework Document has been produced to support. It therefore details the changes that have been made and provides an explanation of why they are necessary.

Proposed amended Parameter Plans comprise:

- A revised Illustrative Master Plan
- A Land Use Plan
- A Pedestrian and Cycle Access Plan
- A Play and Fitness Routes Plan
- A Vertical Alignment Plan
- A Vehicular Access Plan

It is intended that the following plans are removed from the list of approved drawings and therefore do not form part of the s73 application:

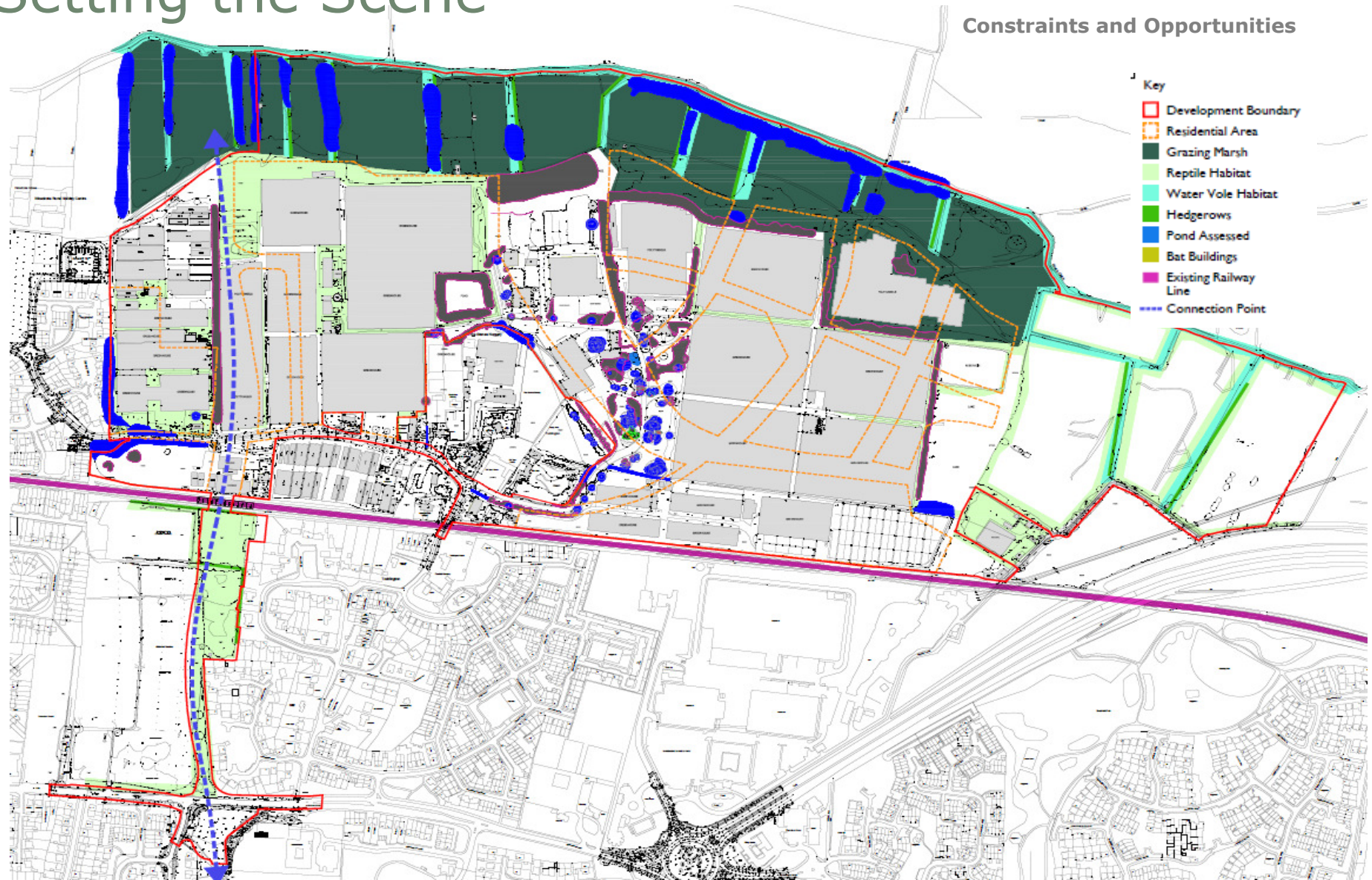
- Horizontal Alignment plan - does not provide any helpful information to guide future reserve matters applications.
- Open Space and Residential Densities plans - will be superseded by virtue of the amended Land Use parameter plan. In addition the Development Framework Document will detail with these matters in more detail.
- Water Treatment plan - does not provide any helpful information. The drainage strategy for the Site is being worked up and is a separate piece of work to the outline consent that can not be fixed in any way at outline stage.

The following sections of this document will detail how the approved development will be delivered. As part of this the basic design principles outlined in the approved Design and Access Statement will be expanded and more detail provided. This will provide a clearer framework for the development of the Site.

The adjacent table provides a summary of the constraints and opportunities that have informed the parameter plans and also the design principles explored in this document.

Constraints	Opportunities
Flood risk on the lower lying areas of grazing marshes around the northern and eastern edges and extending into the centre of the Site.	Delivery of a range of market and affordable housing to meet local needs.
Walkover survey confirmed that habitats on the Site have largely remained the same since the approval of the Outline Permission. Biodiversity interest is found, particularly along the course of the Black Ditch and drainages ditches which feed into it	Previously site developed mainly for horticultural uses, so its redevelopment does not cause the loss of Greenfield land.
The safeguarded corridor for the Lyminster bypass which passes through the western part of the Site on the north-south alignment.	Improved access between Littlehampton town centre, the seafront and the A27 corridor with the Lyminster Bypass.
The local road network which is constrained by the level crossings on Lyminster Road and Toddington Lane.	The creation of a new 'gateway' into the town through the site's location.
Severance of the Site and adjoining areas from the town by the main railway line.	The provision of a range of new and improved community facilities.
Outline planning permission which requires any development to "be in substantial accordance with" the approved Illustrative Masterplan.	The ecological management and enhancement of areas of the Site of biodiversity interest.
A range of Category A and B trees have been assessed and wherever possible should sought to be retained.	Use of a Sustainable urban Drainage system (SuDS) to utilise the existing pattern of attenuation ponds and discharge outflow into the Black Ditch to the North. This will be incorporating the creation of a new central wetland, with attractive views for adjacent residents and a recreational amenity for all residents of Littlehampton.
Noise consideration will need to be given to the development adjacent to the proposed bypass and existing Railway Line with acoustic fencing or other required measures as appropriate.	

Setting the Scene



A 15m offset along the route of the Lyminster Bypass has also been allowed for on the advice of an acoustic consultant. This offset will be utilised for surface water attenuation, access roads and a open / play space where appropriate.



Layout

The proposed layout for the development is shown on the Illustrative Master Plan and this reflects the use and amount of development that has been approved.

The aim of the amended Illustrative Master Plan is to provide a form of development that meets the requirements of the outline consent while ensuring that the total quantum of development can be delivered.

Legibility within the Master Plan has been an important consideration. How future residents and visitors interpret and understand the development has been integral to the design evolution of the Master Plan. The overall hierarchy of areas, spaces, streets and character areas, as described in this document, will assist in the understanding of the Site and how the development will need to evolve through the design and planning process.

A key design concept behind the evolution of the layout has been to ensure that all proposed land uses relate well to one another. For example commercial and retail uses will have to abut residential areas and residential accommodation is proposed above the retail. However, these relationships prevail in most built up areas and careful consideration to amenities and servicing will ensure that these uses are compatible with one another.

The Illustrative Master Plan has had full consideration of these relationships in its evolution and as such represents a form of development that can be delivered.

Key infrastructure that will be delivered as part of the overall layout is as follows:

- Up to 1,260 residential dwellings
- Up to 13,000sqm of B1 employment floorspace (including a 3,000sqm Enterprise Centre)
- Up to 3,500 sqm of Class A (retail) local facilities
- A Non-residential parcel (suitable for care home or bespoke leisure facility)
- 100 bed hotel
- Land for a 2-form Entry Primary School
- A Community Centre
- A Youth Facility
- An extension to the existing Household Recycling Plant
- Replacement and Additional Allotments
- Sports Pitches (including changing facilities)
- A Central Wetland area
- Retained Open Space along the Black Ditch
- Formal and Informal Play / Recreational Space (4 LEAPS, 13 LAPS and a Fitness Trail)
- The southern section of the Lyminster Bypass (including bridge over railway line)
- A new bus route along Primary Road.



Originally submitted Illustrative Master Plan

The Illustrative Master Plan, in conjunction with the Land Use parameter plan, clearly shows the distribution of this key infrastructure and how it will relate to the residential development parcels.

It also provides a clear guide for future reserve matters applications.



Amended Illustrative Master Parameter Plan

Scale

The scale of the development is shown on the approved Vertical Alignment Parameter Plan. The amended plan has merely been changed to comply with the amended Illustrative Master Plan; therefore the broad principles established by the original scheme have not changed.

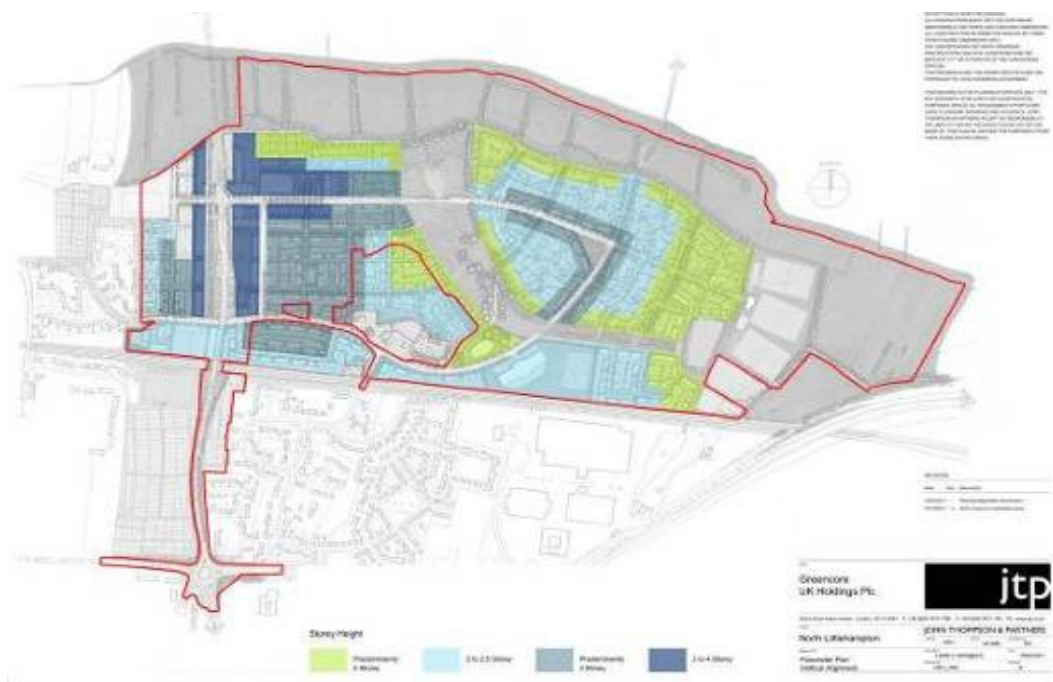
The overall rationale for the building heights across the Master Plan is to create variation in development character across the proposed development that responds to the proposed land uses, existing and proposed landscape features, development density and hierarchy of places. It ultimately provides legibility to the Master Plan.

The highest density and the tallest buildings (up to 4-storey) are to be focused around the commercial / retail area, which is adjacent to the Lyminster Bypass and therefore in the most accessible part of the Site. This will allow for the effective and efficient use of this area, including the provision of residential accommodation above the retail. It will also allow for the creation of focal buildings.

Scale will then look to step down as progress is made into the main development area. Up to 3-storey will be appropriate along the northern and eastern section of the Main Avenue and the southern section of the Lyminster Bypass (before it breaches the railway line). This will provide opportunities for variations in height and design treatments to allow for the creation of focal buildings / groups of buildings. Focal points or key areas should be located where heightened activity levels are likely. Buildings will accentuate the status of these areas and provide much needed legibility for users (refer to Key Buildings Plan).

There is also an element of up to 3-storey development shown adjacent to the railway line next to the education parcel. This area is not surrounded by residential development nor impacted by the sensitivities of open space and therefore has the ability to accommodate slightly higher development.

Scale and density will then reduce within the development parcels themselves. 2.5 storey development could be acceptable within the central areas of the development parcels, subject to good design practices. In particular this could provide appropriately scaled frontage buildings to open space. The peripheries of the development parcels, and in particular those that front on to the Black Ditch or the Central Wetland Area should be kept to traditional 2-storey development. It is anticipated that development in these areas will generally be of a lower density, taking advantage of the natural openness that surrounds them.



Approved Vertical Alignment Parameter Plan



Key Buildings Plan – refer to page 19-21 for further detail

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Landscape

The landscape strategy is an integral part of the Master Plan for the proposed development. There will be an interconnected series of green spaces where amenity needs are balanced with biodiversity enhancement, ecological connectivity and runoff attenuation.

Existing vegetation will be retained in key locations where landform manipulation is not necessary. These features are landscape 'assets'.

Creating accessible countryside has been a key component of the Master Plan and will facilitate a better link between the town and country in Littlehampton. A variety of footways and cycle ways are proposed, as detailed later in this document, which will facilitate this better linkage.

The Landscape Strategy comprises three elements: (1) Strategic Landscaping (2) Development Parcel Landscaping (3) Sports Pitches

Strategic Landscaping

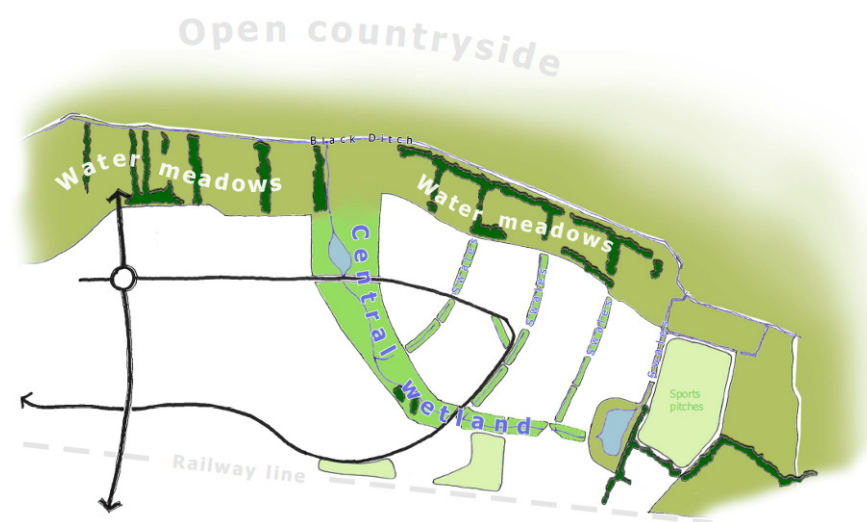
Strategic landscaping will encompass the existing watermeadows of the Black Ditch, the Central Wetland Area and SuDs corridors. As well as providing strategic landscaping these areas will also provide flood plain storage and surface water attenuation.

The Existing Water Meadows

The open space along the Black Ditch will be left as it is, and therefore will continue as natural water meadows. Other than an existing public right of way, specific access will not be provided enabling the area to become a haven for wildlife rather than social activities. It will form a strong green edge to the development, separating the new built up area of Littlehampton from the wider countryside.



Planting Specification: Manage existing habitat diversity. Minimal native planting	Lighting: No lighting
Street Furniture: None envisaged	Signage: Timber, habitat information boards only
Path Specification: Informal footpaths to be hoggins / compacted gravel	Path Width: Pedestrian only



Areas of Strategic Landscaping



Landscape

Central Wetland Area

The Central Wetland Area is a key element of the green infrastructure within the Master Plan. It not only provides a floodplain function but also acts as a gateway to the Black Ditch, forming a focal area for informal walks and recreation.

It is a largely sunken area positioned within the centre of the overall development Site. A swale will be created through the entire length of the space to direct run off towards the Black Ditch. A permanent pond will be created which will contain this water and gradually release it to the Black Ditch.

There will be continuous footpaths and cycle paths to the north and south of the area with linkages across the wetland. These linkages will likely be boardwalk structures, which are naturalistic in appearance while focusing activity to raised areas so that the swale function is not affected. This will also ensure that ecologically sensitive habitats are protected.

The area will contain both amenity and specie rich grassland areas, enabling it to be multi functional. Amenity areas will be carefully designed to ensure that they do not conflict with ecologically sensitive areas.

The permanent pond will be a focal area for wildlife, and therefore appropriately planted to encourage waterborne species.

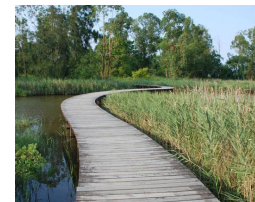
Vegetation planted in the central wetland will mimic the grazing marsh habitat that has developed along the Black Ditch and will follow a similar sensitive regime. By creating this area a continuous green corridor is incorporated into the proposed development providing connectivity for a wide range of species.

Towards the southern section of the area, where the width of the space decreases, existing trees will be retained to provide a mature parkland setting. The swale will be located to avoid existing trees. It is here that informal play activities will be concentrated - further details of this is provided in the Play Strategy section of this document.

SuDs Corridors

Swale (or SuDs) corridors will be provided for and aligned along the residential streets providing a direct link to the Central Wetland area. These will provide areas for active natural recreation and movement throughout the Site. They will also provide visual green separation between the residential development areas facilitating long views throughout the Site to the wider countryside.

Planting Specification: Native species to increase habitat diversity	Lighting: Low level lighting around edges
Street Furniture: Predominately timber	Signage: Predominantly timber to include information on habitats
Path Specification: Macadam surfacing for main routes with soft binding / gravel in key locations. Nature routes to be hoggins / compacted gravel boardwalks depending on location	Path Width: Combined cycle routes and pedestrian routes



Landscape

Development Parcel Landscaping

All the individual development parcels will be appropriately landscaped to ensure that development blends in with both their immediate surroundings and the wider area. Creating a strong public realm will be key to achieving this successfully.

The west and south the Site this will be influenced by existing housing and the local centre that will be created. As such it will comprise of hard landscaping areas and street furniture will be metal.

The east of the Site, away from the Main Avenue, a more semi-rural character will begin to form. Soft landscaping will become more predominant and street furniture will be timber. The network of public footpaths and cycle routes will become focal points for the public realm.

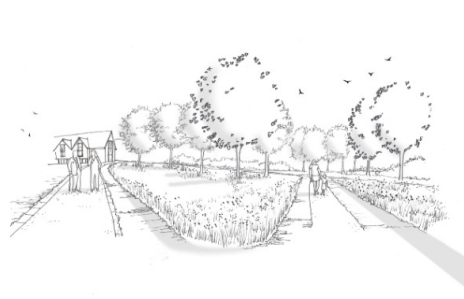
A key feature of the residential development parcels in the east of the Site will be the swale corridors. These will form green routes through the residential areas which will provide for a visual break as well as opportunities for informal recreation. Dwellings should be located to front on to this area to provide natural surveillance and benefit from the open views that they provide. Footpaths and suitable boundary treatments will need to be provided.

Community spaces, incorporating children's play will also be located in the development parcels. Where possible they should be designed to act as village greens and neighbourhood parks, providing a clear focal point for the community. These will have clear pedestrian linkages to the SuDs corridors and Central Wetland area where appropriate.

Frontage and verge landscaping to residential dwellings will be important to the development of individual character areas. It should include a range of open verge areas which will provide opportunities for structural landscaping. Front gardens which will allow for an element of individuality and hedge planting where frontage parking arrangements are provided.

Where possible existing vegetation will be retained in key locations.

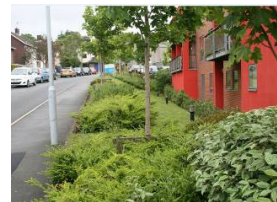
Development Parcel Landscape will be managed and maintained by a Management Company that will be set up for the Site.



Community space sketch



Sketch of dwellings fronting open spaces



Examples of appropriate frontage landscaping to residential dwellings.

Landscape

Sports Pitches

A large area of amenity green space is proposed in the eastern part of the Site, extending to just over 14 hectares. It will deliver multi-functional Green Infrastructure, including sports pitches (and changing facilities), informal open space and children's play areas.

Existing hedgerows, drainage ditches and their marginal habitat will be retained where possible, providing an additional area of semi-natural urban green space. The remainder of the area would be mown grass and outdoor sports pitches.

Some earthworks will be required to provide level sports pitches.

Other design principles which will need to be considered when progressing the sport pitches element of the proposed development are:

- Enhance biodiversity through the creation of species diverse grassland and wetland areas;
- Improve the overall recreation provision for future residents of the development and existing communities near the site;
- Create a green framework for the Site, within which the development would sit;
- Assist in achieving sustainability objectives, for examples increasing biodiversity and incorporating SuDS features; and,
- Provide a new pavilion building including changing facilities.

Planting Specification: Native species to increase habitat diversity	Lighting: Limited lighting – confined to Sport Pitches
Street Furniture: Predominately timber, with metal for Sports Pitches	Signage: N/A
Path Specification: Macadam surfacing for main routes with soft binding / gravel in key locations.	Path Width: Combined cycle routes and pedestrian routes



Play Strategy

Formal and Informal Play Areas

Formal and informal play areas form a key part of the overall landscape strategy for the Site. The Play and Fitness Routes Plan illustrates how the various areas of open spaces will interlink with play and fitness space. The approved Play and Fitness Routes Parameter Plan is adjacent, and the amended version is over leaf.

The number of LAPs has reduced from 25 to 13; however those shown can now be accommodated without compromising their connectability to housing parcels.

4 LEAPS have been provided (this represents an increase from the outline permission which provided 3). One of the LEAPs is to be located adjacent to the Youth Facility in the community hub area.

There will be variety in the types of LEAPs and LAPs provided throughout the development. LEAPs and LAPs located in and around the development parcels should be more formal areas suitable for the urban environment in which they are located. Those in or abutting open spaces can be more rural in character, containing timber structures if appropriate.

A fitness trail is also shown to follow the perimeter of the main residential area following a designated pedestrian footpath thus enabling easy interaction with open space on the Site. Natural play will be incorporated into the Wetland Corridor further diversifying play provision on the Site.



Approved Play and Fitness Routes Parameter Plan



Natural Play

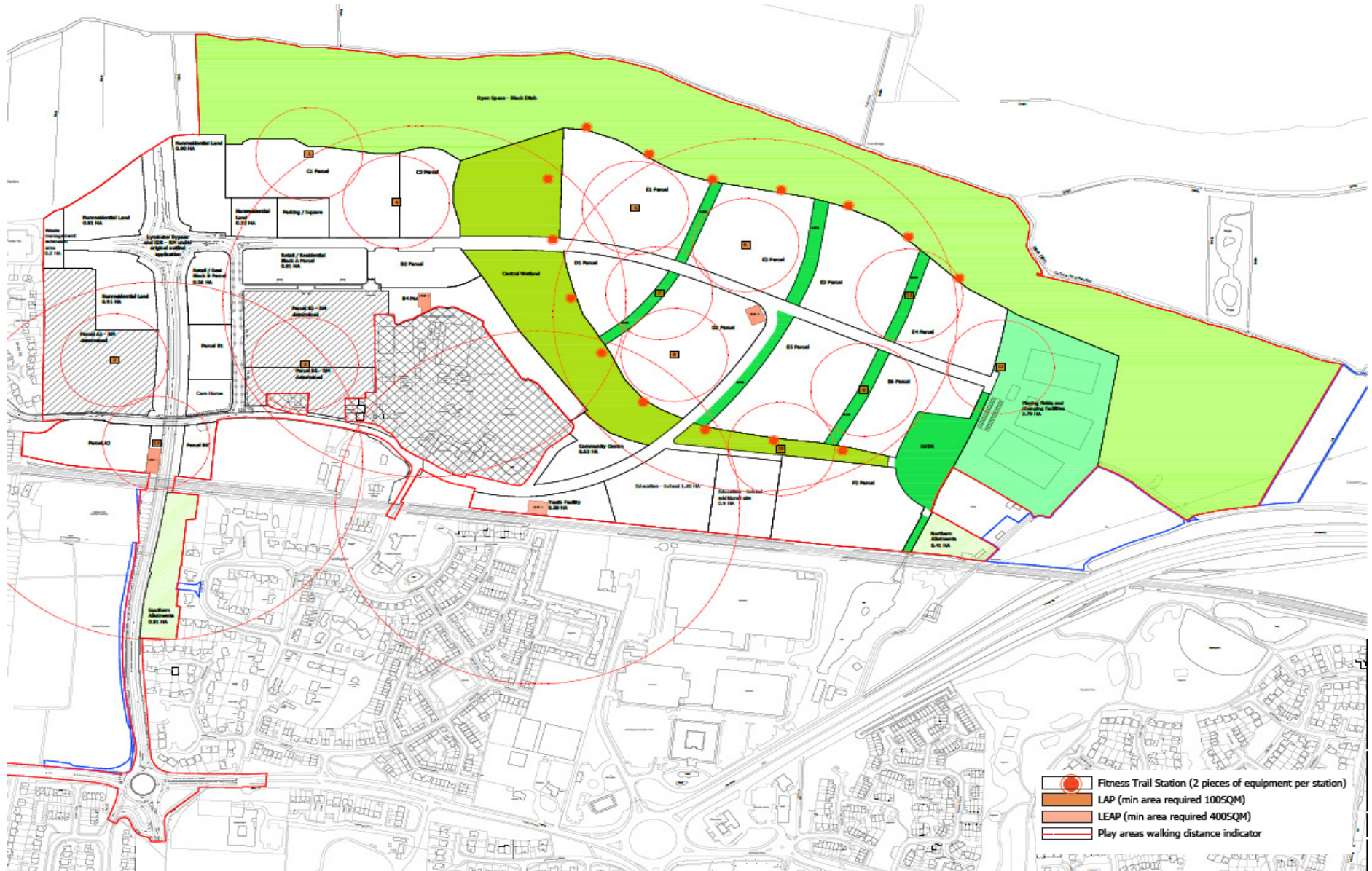
Areas of natural play will be incorporated into the Central Wetland Area and SuDS corridors where appropriate.

Natural play will include landform, timber structures and boulders to create balance beams, stepping stones and areas where imaginative play can be facilitated.



LEAPs are to be designed and laid out specifically for children who are beginning to go out and play independently and have a minimum activity zone of 400m². They should be within a 5 minute walk of dwellings. The aim of these areas is to provide play experiences (rather than a set number of pieces of equipment). The space therefore will need to be designed to provide a stimulating and challenging play experience. The play area should have a buffer zone of at least 20m in depth which contains varied planting, giving an overall area of 3600m². They can include play equipment and grass areas for informal play activities. They should be designed to provide stimulating and challenging play experiences that may include equipment for balancing, rocking, climbing overhead activity, sliding, swinging, jumping, crawling, rotating, imaginative play, social play and play with natural materials.

LAPs are design to provide localised areas of informal play within 60m catchment and are no smaller than 100m. Play equipment can include metal and timber structures.



Appearance

Key Buildings

The plan below shows an overall layout (based on the Illustrative Master Plan) indicating key buildings, spaces and frontages. It takes in to consideration the key landscape features already detailed in this document. Key appearance features will be described on the following pages.



Appearance

Block Forms

Block structures will create variety of form. They will be scaled from West to East across the Site.

A regularised grid form will be utilised for the Local Centre which will extend into individual development parcels.

More irregular forms can be utilised to the periphery providing a softer relationship with the surrounding landscape.

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)
- Courtyard (where dwellings are arranged around courtyard parking and / or open space)
- Private Drives (where dwellings are grouped together often in a more irregular format parking is usually on plot)

Frontage

Frontage will provide activity to the street and will assist in defining the streets and spaces that are to be created. They will be defined by key focal buildings or spaces and the built form will need to be designed to complement this.

Pedestrian legibility will be a key design concept that all frontages will need to embrace. Streets should be overlooked with development providing activity to the streets and spaces. Corner buildings should provide fenestration to their two outward looking edges to provide natural surveillance and avoid blank facades with the street scene. They will be defined by their scale, change in material, boundary treatment, setback, colour, or detailed design.

Focal Buildings

Focal buildings will act as markers within the development.

Strategic focal buildings will be located in and around the local centre area and on locations along the Main Avenue. These will operate as gateway features used to define changes in character / design approach. They will 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 will be between 3-4 storeys in height.

Local focal buildings will be located on key corners and vistas within the development parcels to provide local legibility. They will act as local points of interests and can be used to defined local spaces. They will be between 2.5-3 storeys in height.



Back-to-back block pattern



Private Drive block pattern



Courtyard block pattern



Creating appropriate frontages to main streets and open spaces



Scale and use of details / materials are key to the success of focal buildings

Appearance

Scale

Scale will vary throughout the development in order to create variation in character. Taller elements of built form will be located in the local centre (up to 4 storeys) and in strategic locations along the Main Avenue (strategic focal buildings to be up to 3 storeys in height). 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.

Building height will step down from the local centre to the edges of the other development parcels, and where appropriate will need to respond to wider landscape character.

Where focal points / buildings are proposed buildings will be notably taller in order to have regard to the heightened activity of these areas and help support the legibility of users.

Spaces

The Illustrative Master Plan demonstrates that a clear demarcation between public and private spaces can be achieved through the following means:

Public

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

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 are 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

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. Back-to-back block structure could also be used to increase the sense of security and ensure that the backs of dwellings are not exposed. Access would be achieved by side, set back or integral garages.

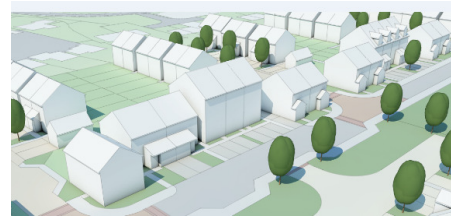
Overlooking

All proposed development will be 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



Taller contemporary buildings – scale without being overbearing



Appropriately staggered frontages with stepped down scale.



Sketch and images illustrating how public and private areas can be demarcated.

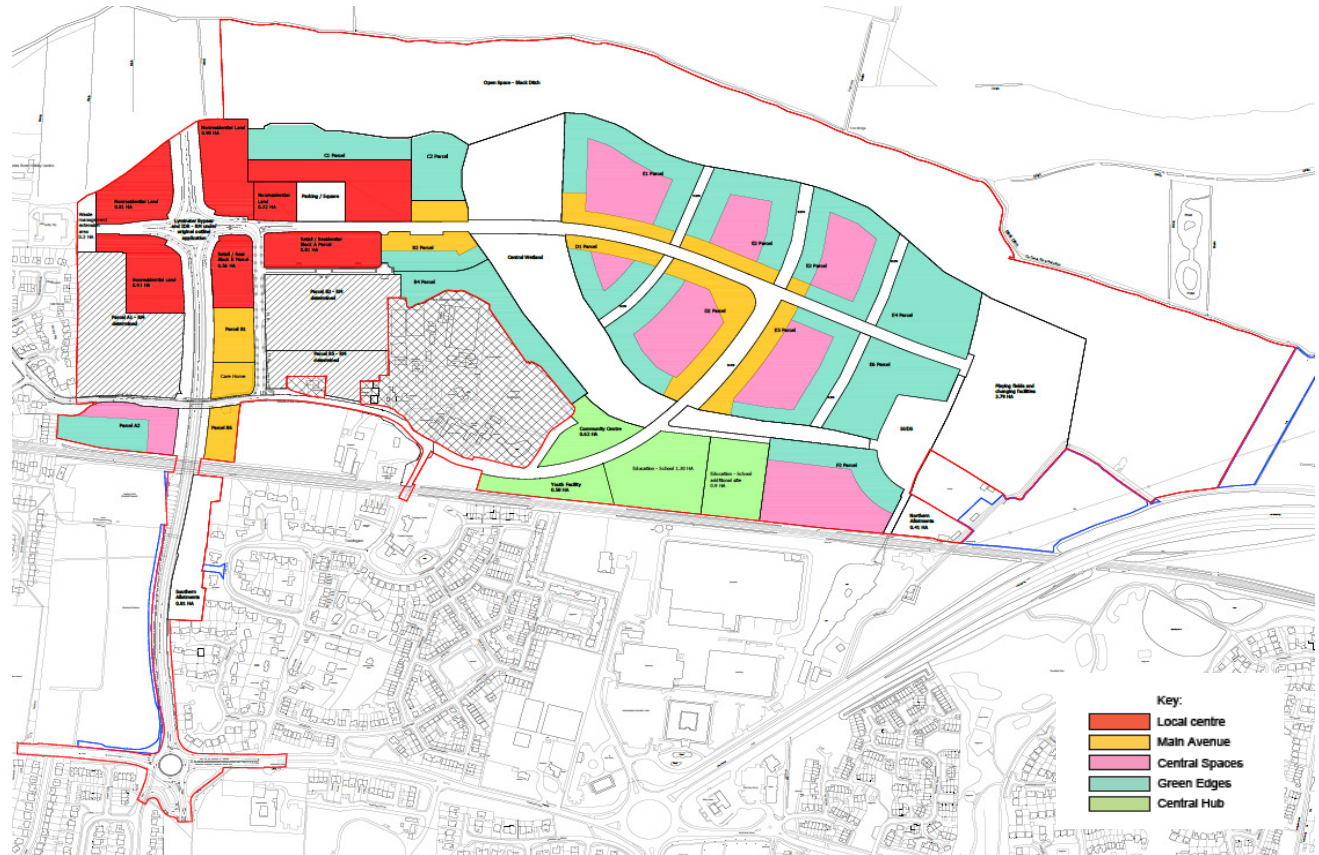


5 character areas are proposed. The architectural principles that will be incorporated into each are set out over the following pages.

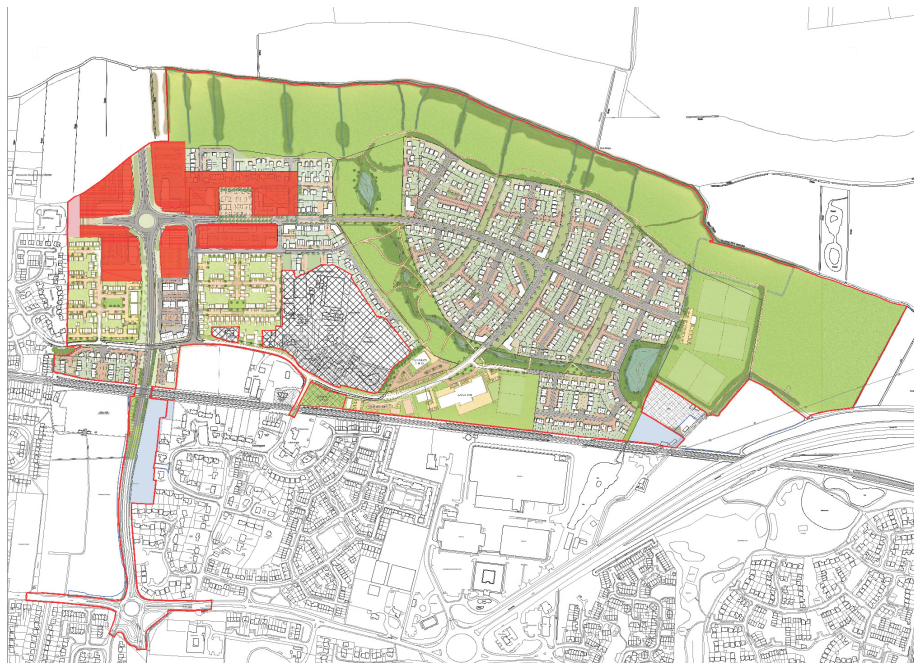
- Local Centre (red)
- Main Avenue (orange)
- Central Spaces (pink)
- Green Edges (teal)
- Community Hub (green)

The development of the character areas has followed from the overall design evolution and has been directly influenced by the various land uses proposed.

Detailed design of these areas will need to follow the general principles relating to frontage development scale, block form, spaces and overlooking as detailed on previous pages, along with regard to the architectural principles detailed on the following pages. However, it is important to highlight that the detail of this will be formally approved as part of each reserve matters application.

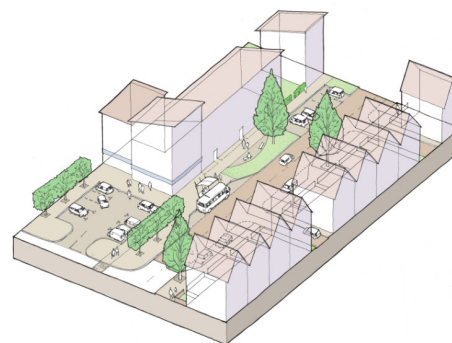


Appearance



Local Centre

This will become the main retail and commercial hub of the Site. It will contain a mix of uses. The design of the buildings 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 this development. Focal buildings will need to be provided to ensure that the varying elements and land uses of this area are understood. Pedestrians will need to 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.

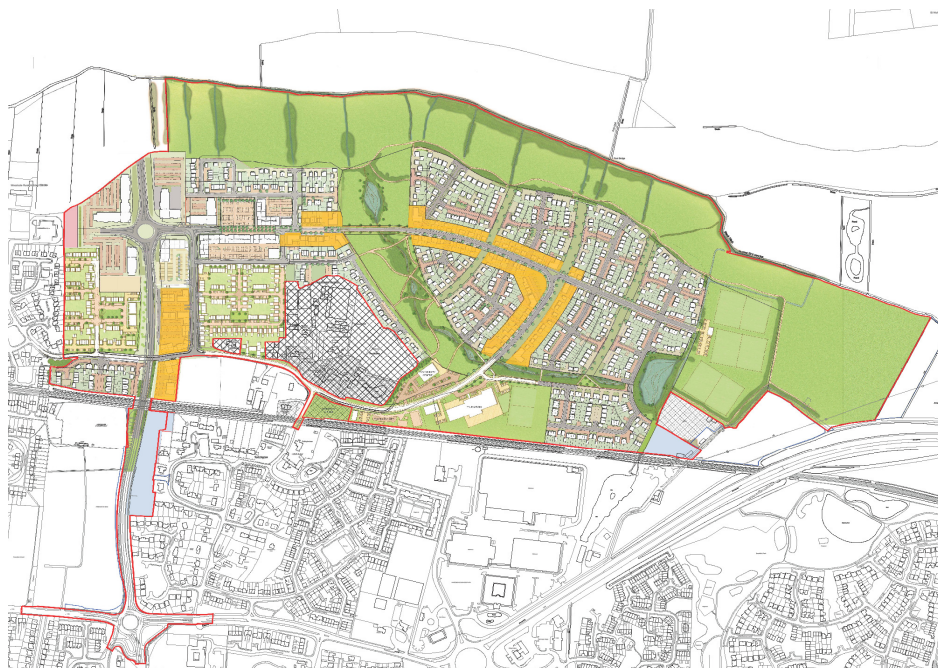


Appearance

Local Centre		
Density	High density	
Unit configuration	Office blocks, flats with incorporated retail, other commercial uses – significant massing	
Residential unit types	Predominantly flats and terraces	
Storey Heights	Predominantly 4 / 3.5 storey	
Parking arrangement	Predominantly on plot parking (commercial element), frontage parking with limited on plot parking	
Offset	Up to 4m along road corridor	
Front Boundary treatment	None; change in materials where appropriate	
Material palette	Contemporary material pallet (red / buff brick, render, cladding, predominantly grey roof tiles), simple detailing, predominantly brick with render	
Surface Materials	Carriageway: black tarmacadem Pavement: black tarmacadem Kerbs: precast concrete Shared areas and speed control features: block paving	
Accents / Corners	Important corners to be defined by increased building height, parcel entrance to be identified by special treatment units	
Window Forms	Contemporary simple form, white or grey uPVC. Dormer windows if appropriate.	
Balconies	Juliette – glass or railings	
Roof Detail	Bardgebaords, Mono and Standard Pitches	
Doors and Canopies	White, Grey or Black GRP Canopies simple contemporary external structures or recesses	



Appearance

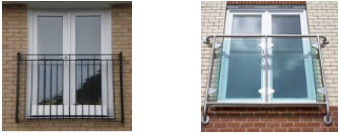


Main Avenue

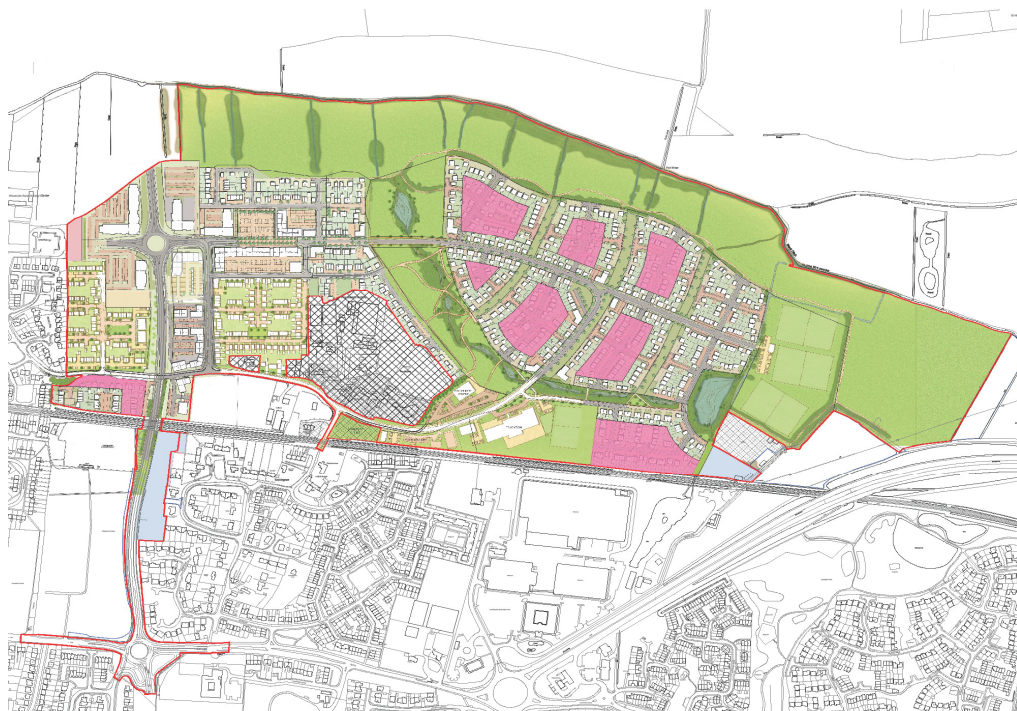
This will become the Spine Road of the development. It will need to have a strong urban character. Opportunities for focal buildings exist though these will need to be compatible with the largely residential character of this section. Apartments buildings on key locations and blocks will be suitable. Larger family units may also be appropriate where scale is required. Parking is likely to be contained to courtyards and frontages. Landscaping limited to frontages and some structural trees.



Appearance

Main Avenue		
Density	Medium density (up to high density where flats are proposed)	      
Unit configuration	Predominantly semi detached units and small terraces with some detached units and block of flats on corners	
Residential unit types	Flats and medium size family accommodation	
Storey Heights	Predominantly 2.5 / 3 storey	
Parking arrangement	Predominantly on plot parking with limited elements of frontage parking	
Offset	Up to 2m along road corridor	
Front Boundary treatment	Low level walls, hedges or railings, change in materials	
Material palette	Contemporary material pallet (red brick, contrasting urban multi brick, light render and contrasting cladding may be appropriate, plain roof tile colours), simple detailing, predominantly brick and render.	
Surface Material	Carriageway: black tarmacadem Pavement: black tarmacadem Kerbs: precast concrete Shared areas and speed control features: block paving	
Accents / Corners	Important corners to be defined by flats, parcel entrance to be identified by paired gate units	
Window Forms	Contemporary simple casement form, in white uPVC. Dormer and velux windows.	
Balconies	Juliette – glass or railings	
Roof Detail	Standard pitch, some accommodation in the roof. Bargeboards and gable features where appropriate.	
Doors and Canopies	White or Black GRP in a simple or contemporary design Canopies simple contemporary external structures fixed with brackets	
Cills and Headers	Contrasting brick if appropriate to design and materials palette	

Appearance



Central Spaces

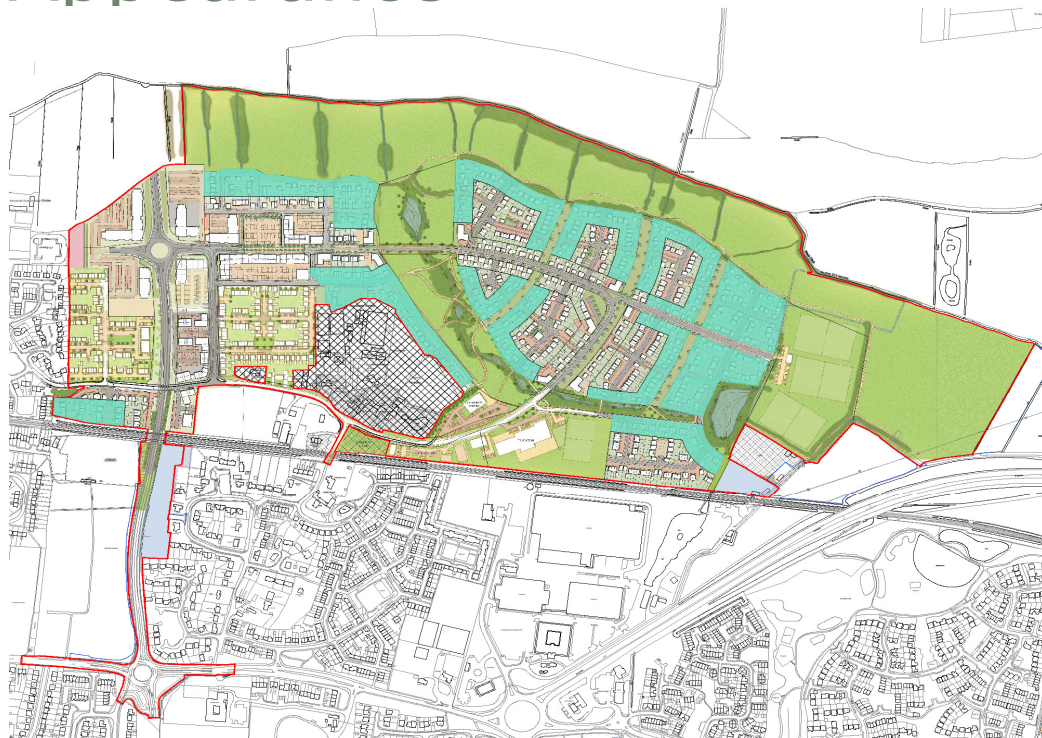
These will be residential in character where an urban pattern and form of development will be acceptable. Therefore, small terraces and semi-detached properties will be appropriate. Dwelling sizes should range between 2-4 bedrooms, providing small to medium accommodation suitable for single people, couples, young families and downsizers. Car parking should be on plot where possible, in front of the dwelling or else in well designed courtyards. Play provision and open space should become focal areas. Dwellings should be of traditional proportions up to 2.5 storeys in height. Opportunities may exist for modern elements of design, where appropriate to the form of development. Private and public amenities spaces will need to be clearly defined. Architectural detailing should be simple and of a more traditional appearance. Boundary and surface treatments should be urban in design.



Appearance

Central Spaces		
Density	Medium density	     
Unit configuration	Predominantly terraces and semi detached	
Residential unit types	Small units and medium size family accommodation	
Storey Heights	Predominantly 2.5 storey with some elements of 2 storey	
Parking arrangement	Predominantly frontage parking	
Offset	Up to 1.2m along road corridor	
Front Boundary treatment	Railings, grass verges and hedgerows	
Material palette	Standard material pallet (urban red and multi brick, limited use of render, red and brown roof tiles), typical detailing, predominantly brick.	
Surface Material	Carriageway: black tarmacadem Pavement: black tarmacadem Kerbs: precast concrete Shared areas and speed control features: block paving	
Accents / Corners	Important corners to be defined by dual aspect units	
Window Forms	Standard domestic form and scale casement windows in white uPVC. Dormers and velux windows used where appropriate.	
Roof Detail	Standard domestic pitch suitable for 2 & 2.5 storey. Bargeboards. Gables	
Doors and Canopies	White or Black GRP in a simple traditional design Canopies simple external structures of traditional proportions fixed with brackets	
Cills and Headers	Headers: Flat, gauged or full brick arches in contrasting brick Cills: 2 course plain tiles or contrasting brick	

Appearance



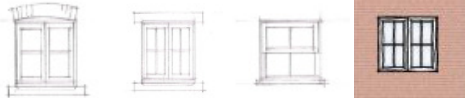
Green Edge

These will also be residential in character, though larger 3-5 bedroom dwellings will be appropriate. Accommodation will be suitable for growing families and established households. This will create a lower density area with greater opportunities for public landscaping and incidental amenity space. Car parking should be on plot and building proportions and vernacular should be traditional, with the majority of dwellings being 2-storeys in height. Public and private amenity spaces will need to be clearly defined, and the relationship between the built development and surrounding open space carefully considered. Conflict with public accessibility should be avoided. Architectural detailing should incorporate traditional features.

The Green Edges will also incorporate the SuDS corridors. These features will run vertically from the Black Ditch providing attenuation areas for surface water run off. They will form a key landscape feature of the Green Edge areas. Dwellings should front them appropriately with private driveways / shared surfaces for access. Boundary treatment will need to facilitate open views of the SuDS features while make a clear demarcation between public and private places. The SuDS features can also be utilised as natural areas of play.



Appearance

Green Edges		
Density	Lower density	
Unit configuration	Predominantly detached and semi detached units	
Residential unit types	Medium to large size family accommodation	
Storey Heights	Predominantly 2 storey with limited amount of 2.5 storey	
Parking arrangement	Predominantly on plot / integral garages	
Offset	Up to 2m along road corridor	
Front Boundary treatment	Timber knee rails, grass verges and stone walls to key buildings	
Material palette	Standard material pallet (rural red and multi bricks, limited use of render, tile hanging, red and brown roof tiles), typical detailing, predominantly brick with elements of hanging tile and render.	
Surface Materials	Carriageway: black tarmac Pavement: black tarmac Kerbs: precast concrete Shared areas and speed control features: block paving	
Accents / Corners	Important corners to be defined by dual aspect units and use of chimneys	
Window Forms	Standard domestic form and scale casement windows in a cottage style, white uPVC.	
Roof Detail	Standard domestic pitch suitable for 2 & 2.5 storey dwellings. Bargeboards.	
Doors and Canopies	White or Black GRP in a simple traditional / cottage design Canopies simple external structures of traditional proportions fixed with brackets or posts as appropriate to design	
Cills and Headers	Headers: Flat, gauged or full brick arches in contrasting brick or reconstituted stone Cills: 2 course plain tiles or reconstituted stone	

Appearance

Community Hub	
Density	N/A
Unit configuration	Youth Facility, Community Centre and 2-Form Primary School
Residential unit types	N/A
Storey Heights	2+ storey
Parking arrangement	On site for each facility, as appropriate to the use.
Offset	Up to 2m along road corridor
Front Boundary treatment	Grass verges and security fencing / gates where appropriate
Material palette	Contemporary – mix of render, cladding, solid brick colours, grey roof tiling.
Accents / Corners	Important corners have the opportunity to create focal points / defining features. Glazing could be used as a design feature.



Access to the Site will be achieved in a variety of ways. Vehicular movement will primarily come from the newly constructed Lymminster Bypass, with a secondary access from Toddington Lane. 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.

The Vehicular Access Plan provides details of the main access routes through the Site. The approved plan is shown on this page, and the amended version is shown overleaf. The principles behind this plan have not altered as a result of the s73 application, and any alterations have been made to comply with the amended master plan. This plan provides a clearer road hierarchy throughout the Site and illustrates thought has been given to how the relationships between these will work in practice.

The road hierarchy that has been established has looked to rationalise the types proposed in the Outline Planning Permission, though the broad principles of main, local, and residential roads has been retained. 6 types of road are now proposed:

- Lyminster Bypass
- Toddington Lane
- 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 overall internal road layout of the development is dictated by the proposed block structure set out in the Outline Planning Permission. In the western part of the Site, around the local centre, the road pattern has a strong grid-alignment that is regularised, creating a strong urban form to the area. To the east the road pattern retains a grid like structure but is more organic in its form, which will enable clusters of residential dwellings and open space to be established.

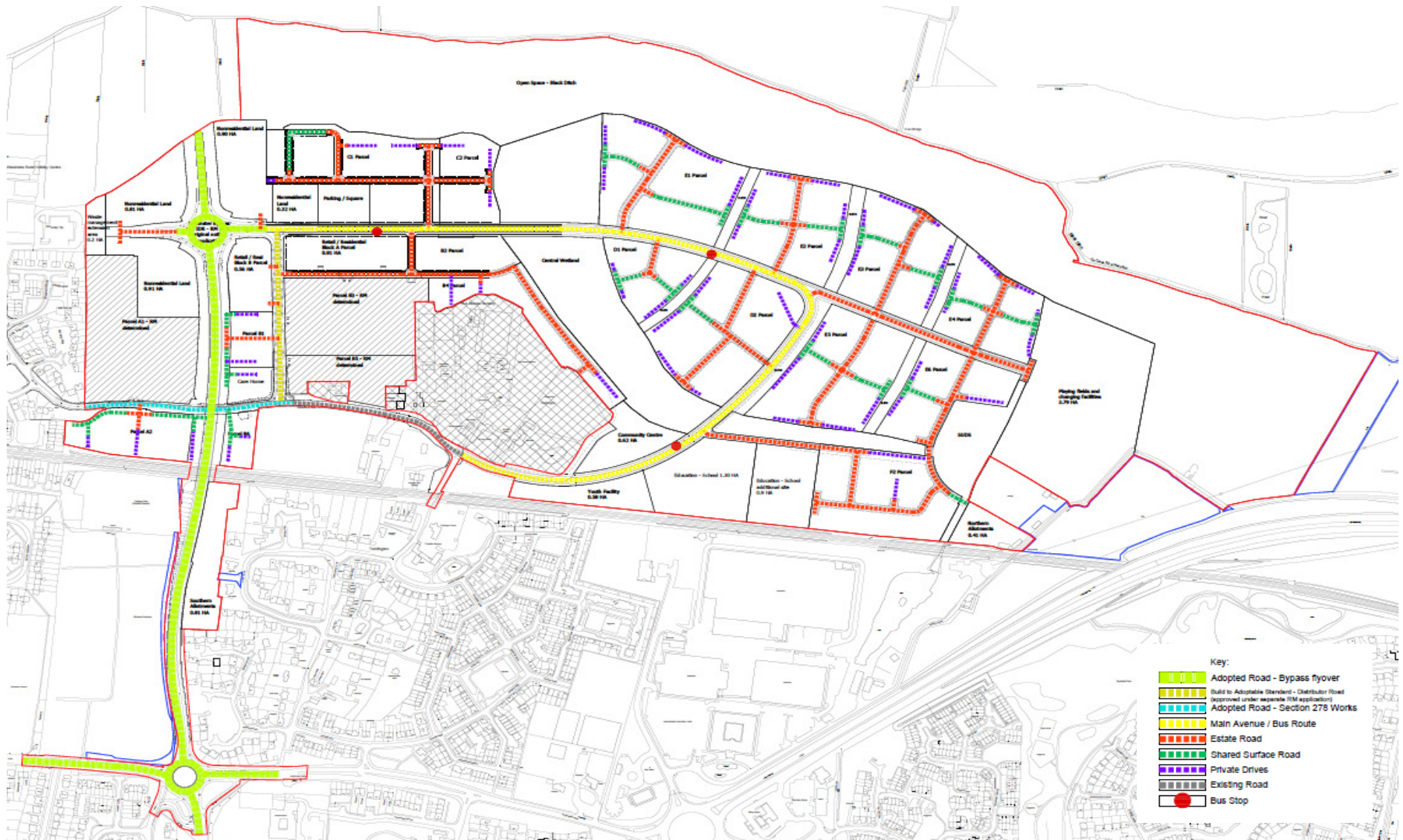
In addition, the design of individual development parcels should provide permeable and legible road patterns. This can be achieved by offering users with multiple ways to travel through the Site via routes that are safe and overlooked. The road hierarchy, along with pedestrian and cycle routes looks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

The use of appropriate boundary treatments will be key to the development of safe legible streets, and can include low hedging and walls, structural planting, bollards, timber post and rail fences.



Approved Vehicular Access Parameter Plan

Access



Access

Parking

Car parking will need to be designed to meet with West Sussex County Council's standards.

It will be important to ensure that cars do not dominate the street scene however strong boundary treatments and landscaping can often mitigate such an impact.

On plot parking and frontage parking is the preferred option, with courtyard arrangements for apartments and mews type development. Parking courts must be secured by design. A range of parking solutions will be used across the site including:

- Parallel / perpendicular / angled arrangements
- Frontage parking
- Front court and rear court
- Housing square / Mews courtyard
- Garages
- On plot parking

Pedestrian and Cycle Access

The Pedestrian and Cycle Access Parameter Plan provides details of the interaction between the pedestrian and cycle links through out the Site. It also demonstrates how they will connect with the road hierarchy that has been established.

The approved parameter plan is shown on this page and the amended Plan overleaf. Amendments have only be made to accord with the amended illustrative Master Plan.

Pedestrian and cycle movement has, where possible, been separated from vehicle movement routes to prevent conflict. This is achieved through the use of designated footpaths and cycle ways. Where shared surfaces and private drives are proposed low speed movement will be promoted and designed into the street.

Pedestrian and cycle links will provide access to and between the Local Centre, areas of Open Space and the Community Hub area, ensuring that residents and visitors can easily traverse the Site making the most of the facilities that it offers.

Footways and cycle paths will be designed with legibility and pedestrian safety in mind. Therefore, they will be clearly demarcated and signposted where necessary. Physical separation through the use of kerbs and boundary treatments will be utilised where appropriate to the character area and road hierarchy.

The existing right of way crossing the Site will have to be diverted so that it follows the new road / parcel network.



Approved Pedestrian and Cycle Access Parameter Plan

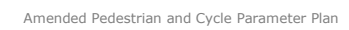
Strategic Infrastructure

The development will deliver a range of strategic transport infrastructure that will benefit both existing residents of Littlehampton, future residents of the Site and visitors to Littlehampton.

This will include:

- The Southern Lyminster Bypass
- Road / junction improvements along Mill Lane / Toddington Lane
- Junction improvements to Crossbush, Wick and Bodyshop roundabouts
- A bus route connection to and throughout the Site

These will be delivered through s278 works, contributions or separate planning applications to the main development Site.



Access

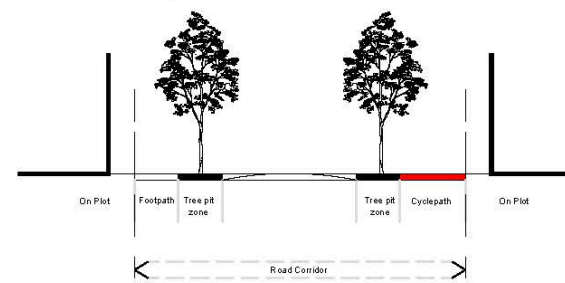
Road Hierarchy Details

The following section will provide key design details for the 6 road types proposed:

Main Avenue - West	
Max Speed	20mph
Minimum carriageway width	6m
Footways	2m 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



Main Avenue - Typical Section B - West

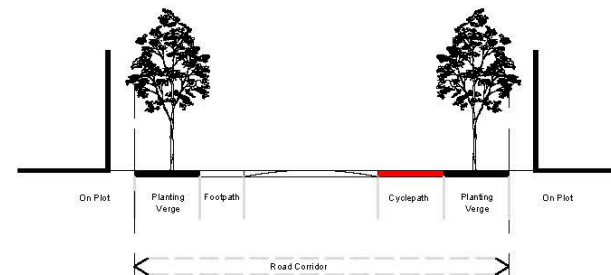


Access

Main Avenue - East	
Max Speed	20mph
Minimum carriageway width	6m
Footways	2m to one side
Cycleway	3m to one side
Verge	3m 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



Main Avenue - Typical Section C - East

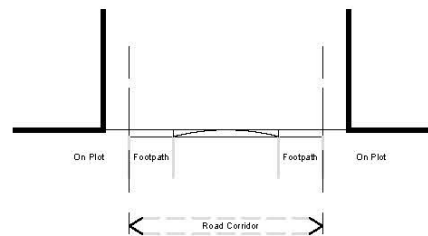


Access

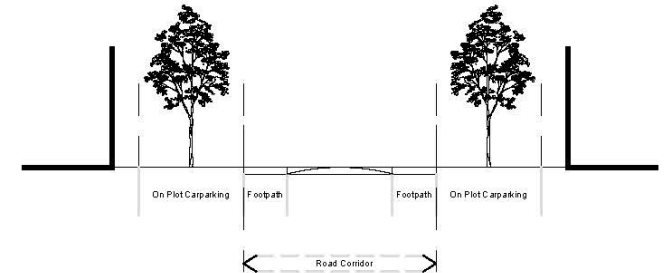
Estate Roads	
Max Speed	20mph
Minimum carriageway width	4.8m
Footways	2m to both sides
Cycleway	On road
Verge	N/A
Direct access to dwellings	allowed
Public Transport	N/A
Traffic calming	yes
On-street parking	Allowed



Estate Road - Typical Section - A



Estate Road - Typical Section - B

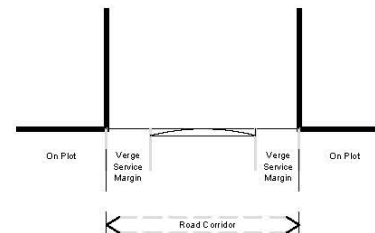


Access

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



Shared Surface - Typical Section

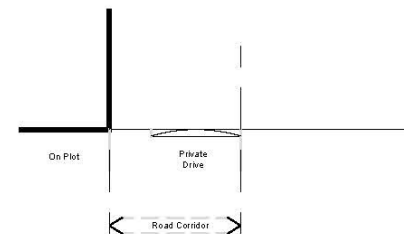


Access

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



Private Drive - Typical Section



Conclusion

Careful consideration has gone into developing a set of parameter plans that provide for a development that is deliverable. The amended parameter plans (approved via a s73 application) and this document provide a clear framework for the development of North Littlehampton

