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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).

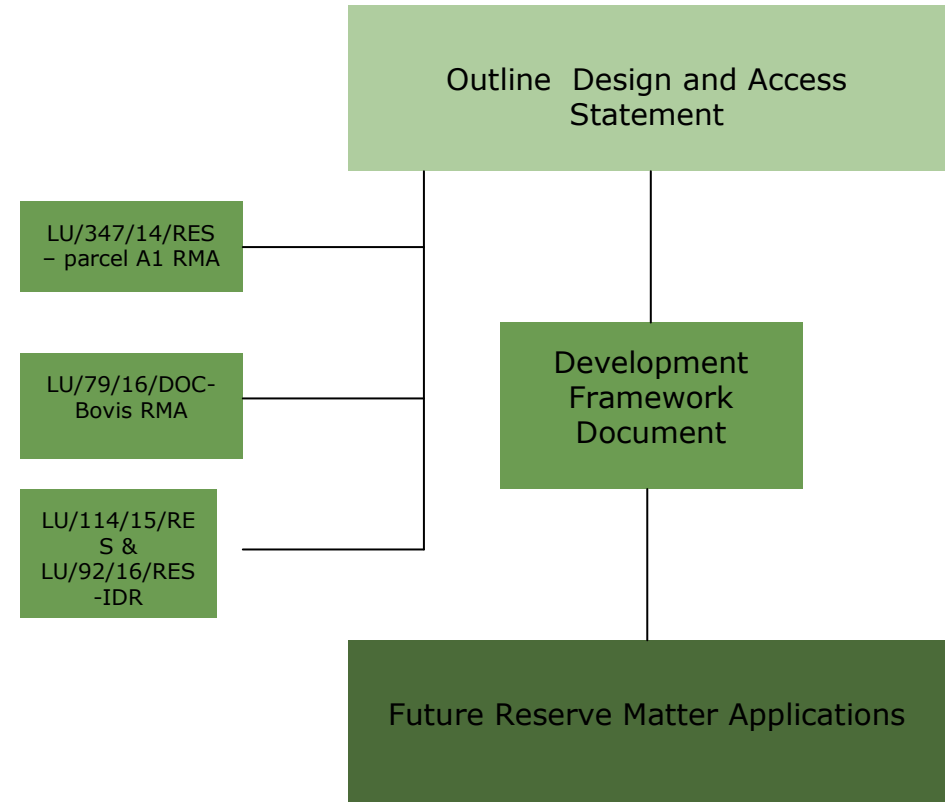
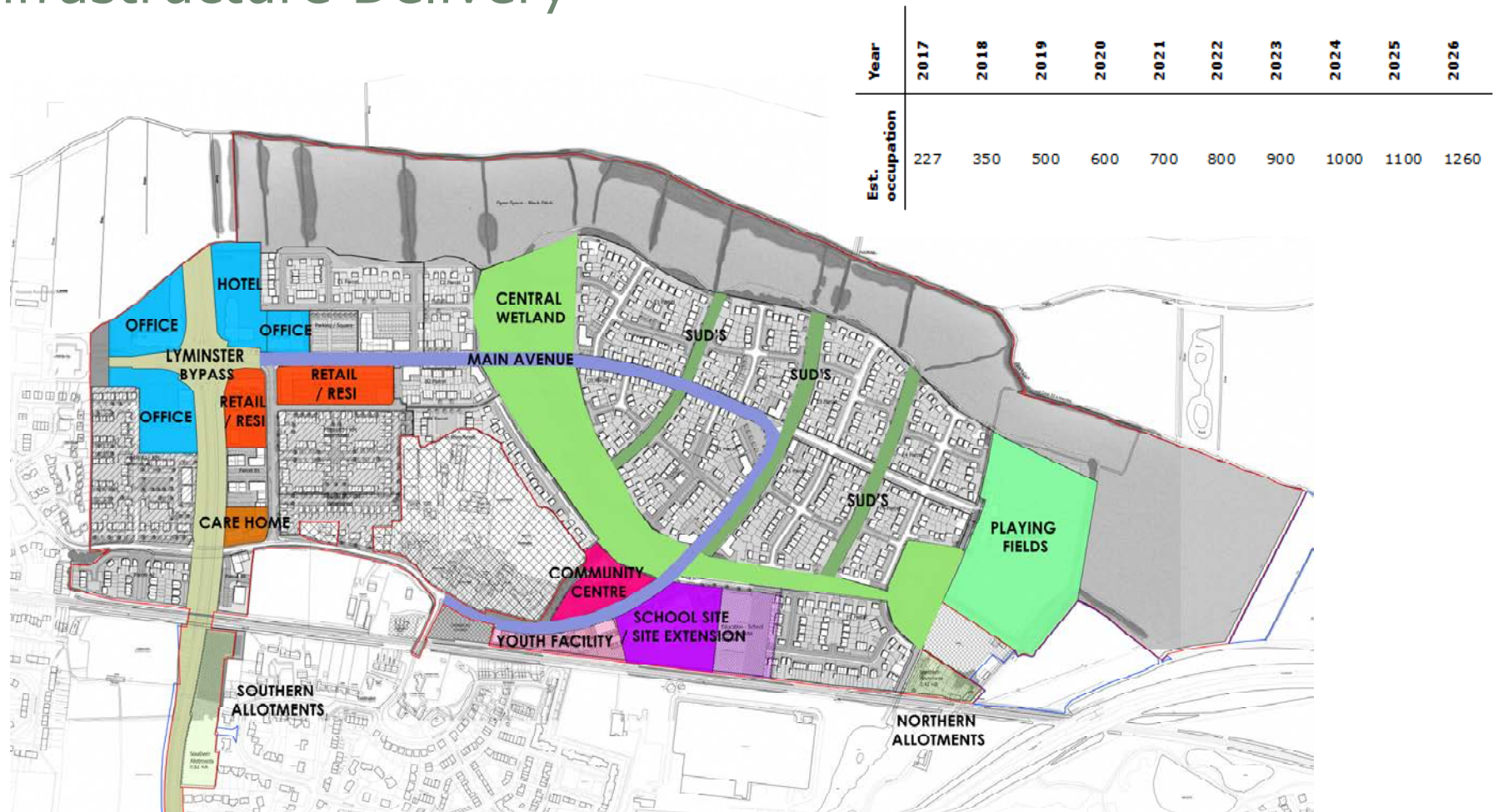


Diagram showing structure of application submissions / approvals

Key Infrastructure Delivery



- Lyminster Bypass (implementation)
- Hotel (services to & marketing)
- Office (services to & marketing)
- Retail (services to & marketing)
- Community Centre (transfer to Town Council)
- Youth Facility (transfer to Town Council)
- School (transfer to School)
- Playing Fields
- Northern Allotments
- Southern Allotments
- Care Home (services to & marketing)
- Fitzalan Link (implementation)
- Central Wetland Area and Main Avenue (application and delivery)
- SUDs Features (application and delivery)

- By 350th occupation
- By 900th occupation
- By 900th occupation
- By 900th occupation
- By 900th occupation
- By 500th occupation
- By 500th occupation
- Estimated by 2020
- By 1000th occupation
- By 1000th occupation
- By 1000th occupation
- By 900th occupation
- By 400th Occupation
- Autumn/ Winter 2017 for an application. Delivery 2018.
- As part adjacent residential RMAs (ongoing from 2018)

Background to s73 Application

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 consistency. .

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:

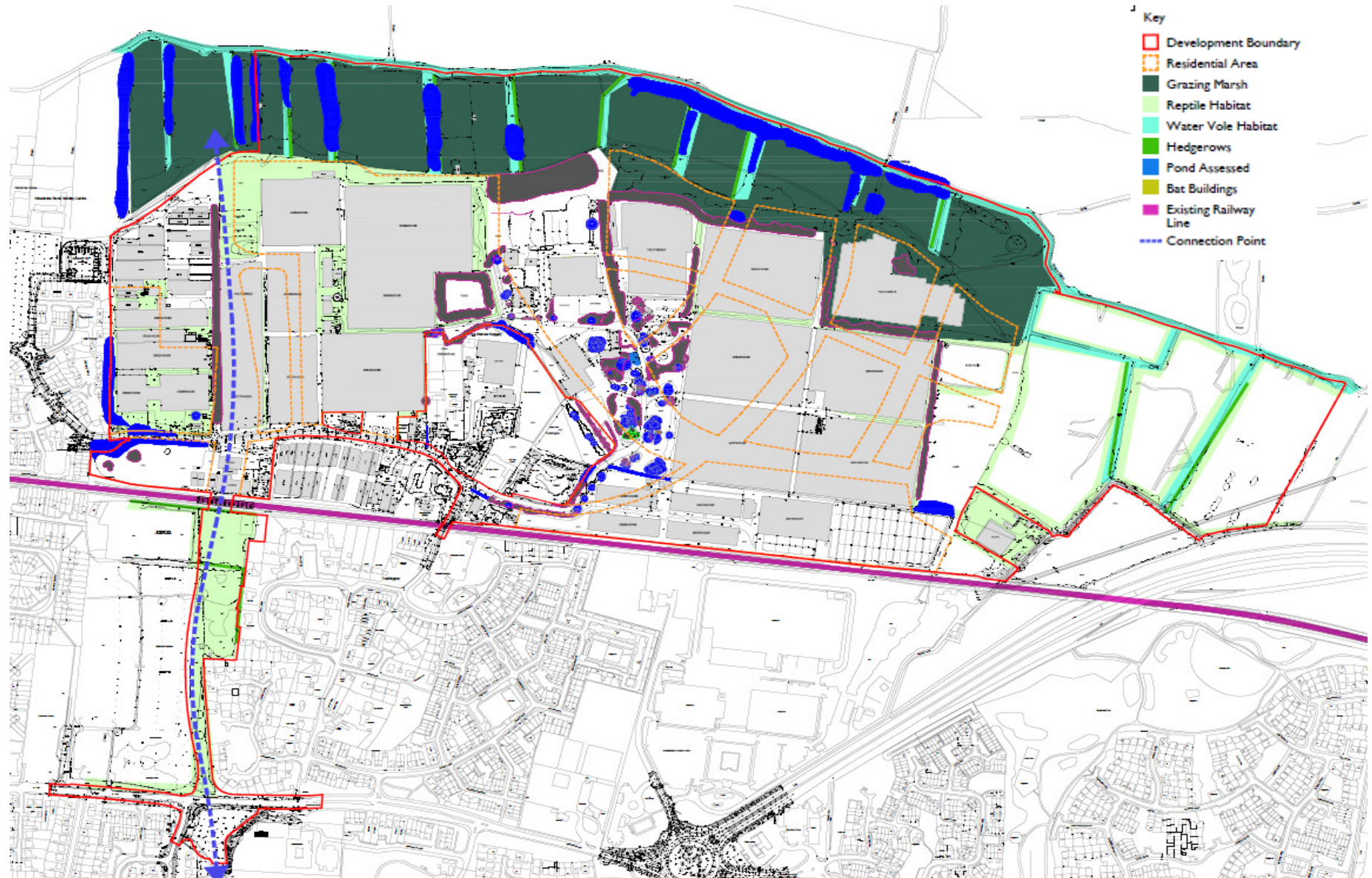
- Horizontal Alignment plan - does not provide any helpful information to guide future reserve matters applications.
- Open Space and Residential Densities plans - will be superseded by virtue of the amended Land Use parameter plan. In addition the Development Framework Document will detail with these 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.	

Constraints and Opportunities



Design Evolution

APPROVED OUTLINE SCHEME – Figure 1

Figure 1 was the illustrative master plan approved for North Littlehampton. It established key structural principles for the overall development site with regard to location of land use types, block formation, urban grain, road hierarchy and suggesting the landscape character of the various open spaces.



FIGURE 1

FIGURE 2



CONSULTATION SCHEME – Figure 2

As detailed on the preceding pages following Persimmon's purchase of the site a review of the illustrative master plan was undertaken to ascertain whether the development approved could be delivered in accordance with the master plans arching principles and s106 requirements. Anomalies were found and as such a process of review was undertaken. This enabled a review of land uses and rationalisation. Amended concepts for the illustrative masterplan were publically consulted on, with issues discussed including the potential relocation of the youth facility from the area west of the bypass to the area location the west of the proposed primary school. This was seen as creating a community hub, with the three community uses (community centre, primary school and youth facility) being in close proximity to one another and providing a comprehensive facility with shared car parking and ease of maintenance. This layout was subject to consultation with locals, Arun District Council and Littlehampton Town Council. It also underwent a design panel review process.

Design Evolution

INITIAL s73 SCHEME – Figure 3

The feedback received from the consultation scheme, including the design review panel included:

- Re-look at play provision
- Further consideration required of retained landscape in relation to drainage needs and engineering work
- Further consideration of secondary space within blocks to reinforce development character
- Seek retention of triangular building in the centre of the site
- Further consideration of the inter-relationship between the development and the northern landscape edge
- The panel understood the rationale for the variation and approach to architectural character with further articulation needed.

These comments were considered and resulted in an initial s73 scheme to be submitted in May 2015.



FIGURE 3

FIG 4



THE CURRENT s73 SCHEME – Figure 4

Following the submission of the initial s73 scheme and comments received from Arun District Council and Littlehampton Town Council a further review of the proposed scheme was undertaken, which resulted in additional tweaks to the layout. Key to this process was to ensure that the land uses proposed corresponded with the size requirements cited in the s106.

The scheme that is currently submitted can be delivered and will ensure that all s106 requirements are deliverable,

The distribution of land uses and their amount is shown on the Land Use Parameter Plan.

Images of the original land use parameter plan (adjacent) and the amended version (overleaf) illustrate how the overall principles of the development and spread of land uses has changed very little. However, what has resulted is a more logical development that has a clear differentiation of uses.

The amended scheme ensures that up to 1,260 dwellings can be delivered, along with all commercial, retail and open space requirements as identified in the original outline.

Importantly the land uses shown now conform to the areas cited in the s106 agreement.

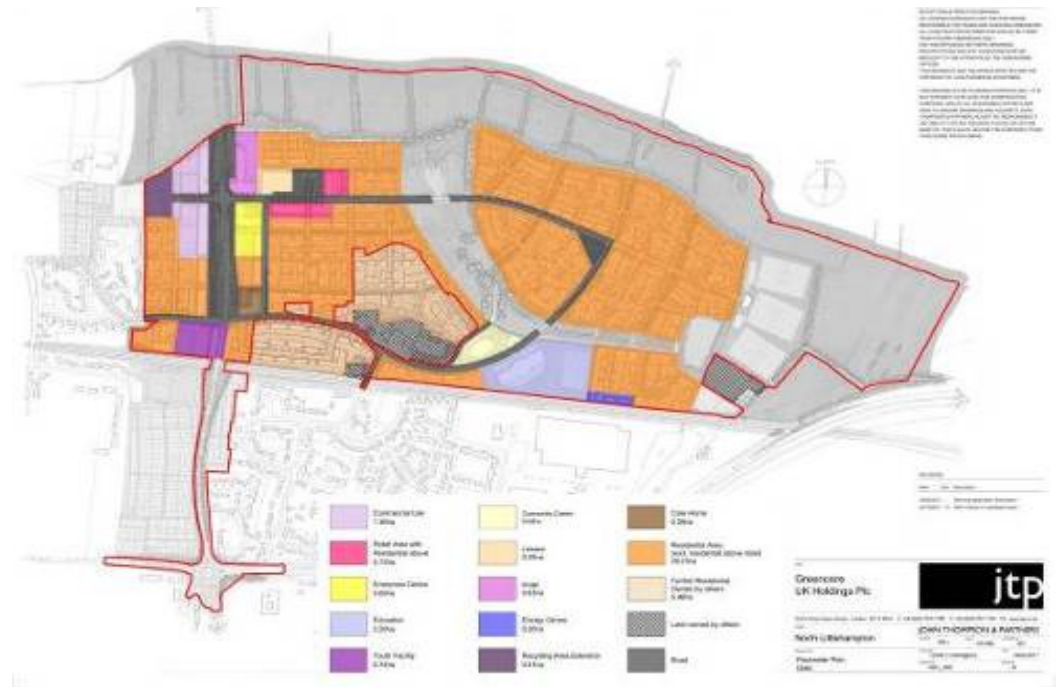
There has been a rationalisation of the commercial and retail areas and these areas are now to scale, which previously they were not. The total provision for commercial and retail remains unchanged from the original outline.

The youth facility has been relocated to a position opposite the community centre and adjacent to the school which will allow a community hub to be created. This change has been provided as a direct result of ongoing discussions with Littlehampton Town Council and Arun District Council. These areas can easily access the central wetland area, LEAPs and the playing field via the pedestrian and cycle ways provided. The proposed bus service envisaged to serve the development will also pass directly in front of this area.

The leisure use has also been removed, again this could be addressed in the non-residential area if a need for it became apparent, otherwise likely future leisure uses appropriate for this Site can be accommodated in the generous sport, community and youth areas.

The provision and location of playing pitches and associated changing facilities remains unchanged.

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.



Approved Land Use Parameter Plan



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



Development Framework

The overall framework for the master plan follows the original Outline Planning Application.

The proposed bypass to the west continues to provide a new strategic access point for the site, which in turn will enable the commercial / retail hub developed at this location to form a new gateway into Littlehampton.

This hub location will allow for the establishment of a thriving commercial / retail sector providing for both local and wider needs. Focal buildings and a strong public realm where vehicular, pedestrian and cycle needs are carefully considered so that this area truly establishes as a gateway into Littlehampton. It will also serve as the primary access into the Development Site, with the establishment of a main estate road (the Main Avenue) threading through the development, providing clear route for movement. The Main Avenue will connect the commercial / retail hub with the wider residential development area, open spaces and community hub that will be delivered in the eastern part of the site.

Legibility

Legibility within the development is an important consideration that binds how scale, mass and appearance of the built form will be established. Key to this is defining how residents and visitors interpret and understand the development. The overall hierarchy of areas, built form, open spaces and streets will all assist in providing this understanding and 'sense of place' and will assist in how the character of the development can be established.

A key element of this is the provision of focal buildings and areas to act as markers within the development.

Further detail on how legibility will be created is explained on the following pages.



Examples of public , semi public and private areas incorporated into street design to create legibility

Development Framework

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.

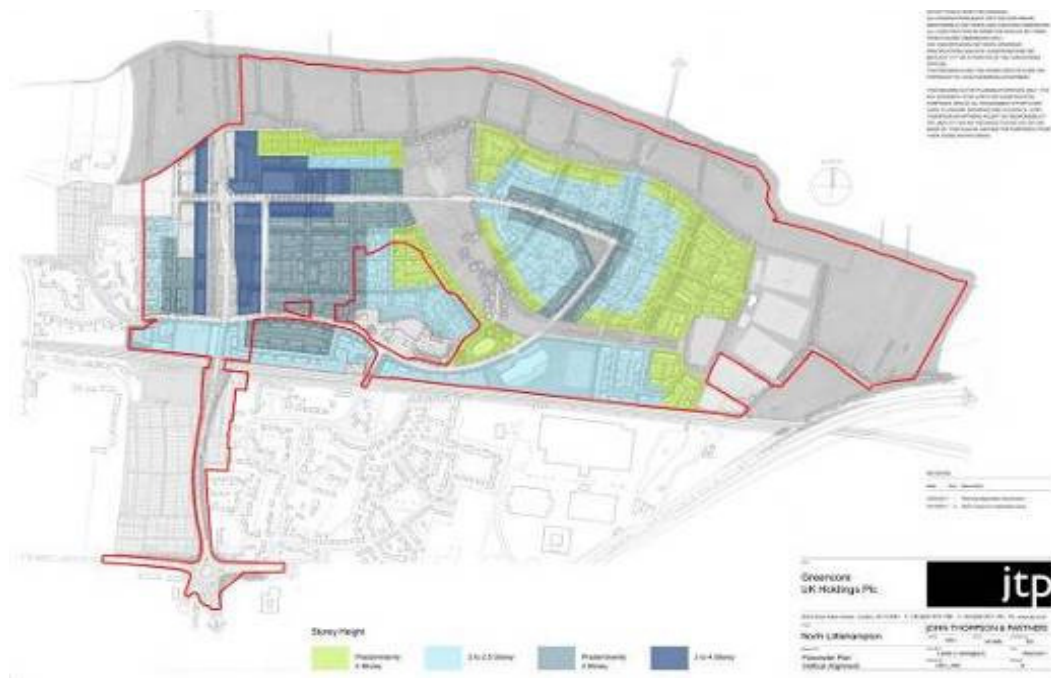
The overall rationale for the building heights across the Master Plan is to create variation in character across the proposed development that responds to the proposed land uses, existing and proposed landscape features, development density and hierarchy of places. It ultimately provides legibility to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

Scale will then look to step down as progress is made into the main development area and in areas adjacent to the railway line. 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 crosses 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).

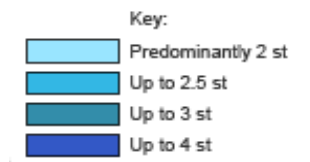
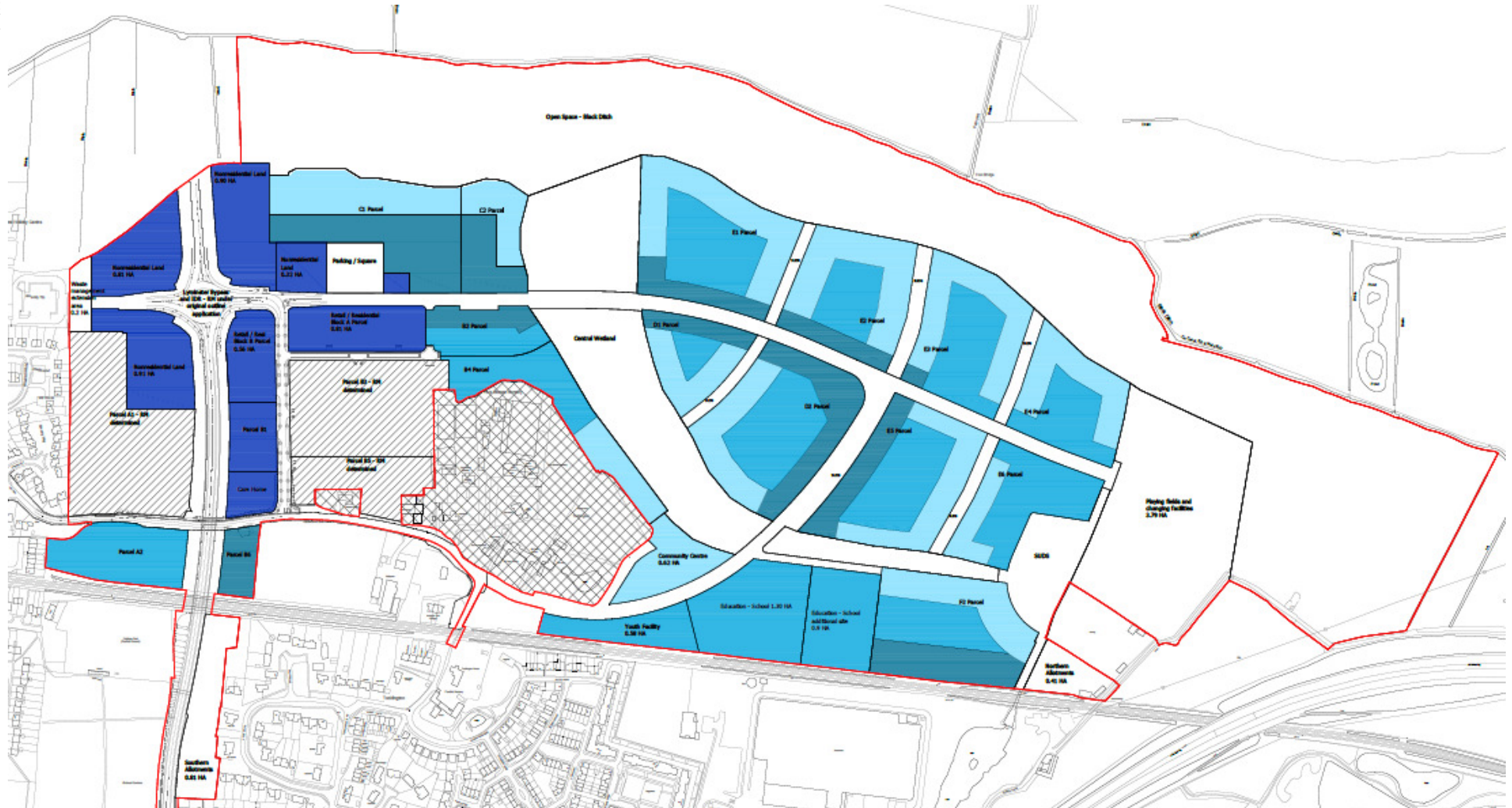
There is also an element of up to 3-storey development shown adjacent to the railway line next to the education parcel. This area is not surrounded by residential development nor impacted by the sensitivities of open space and therefore has the ability to accommodate slightly higher development.

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 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

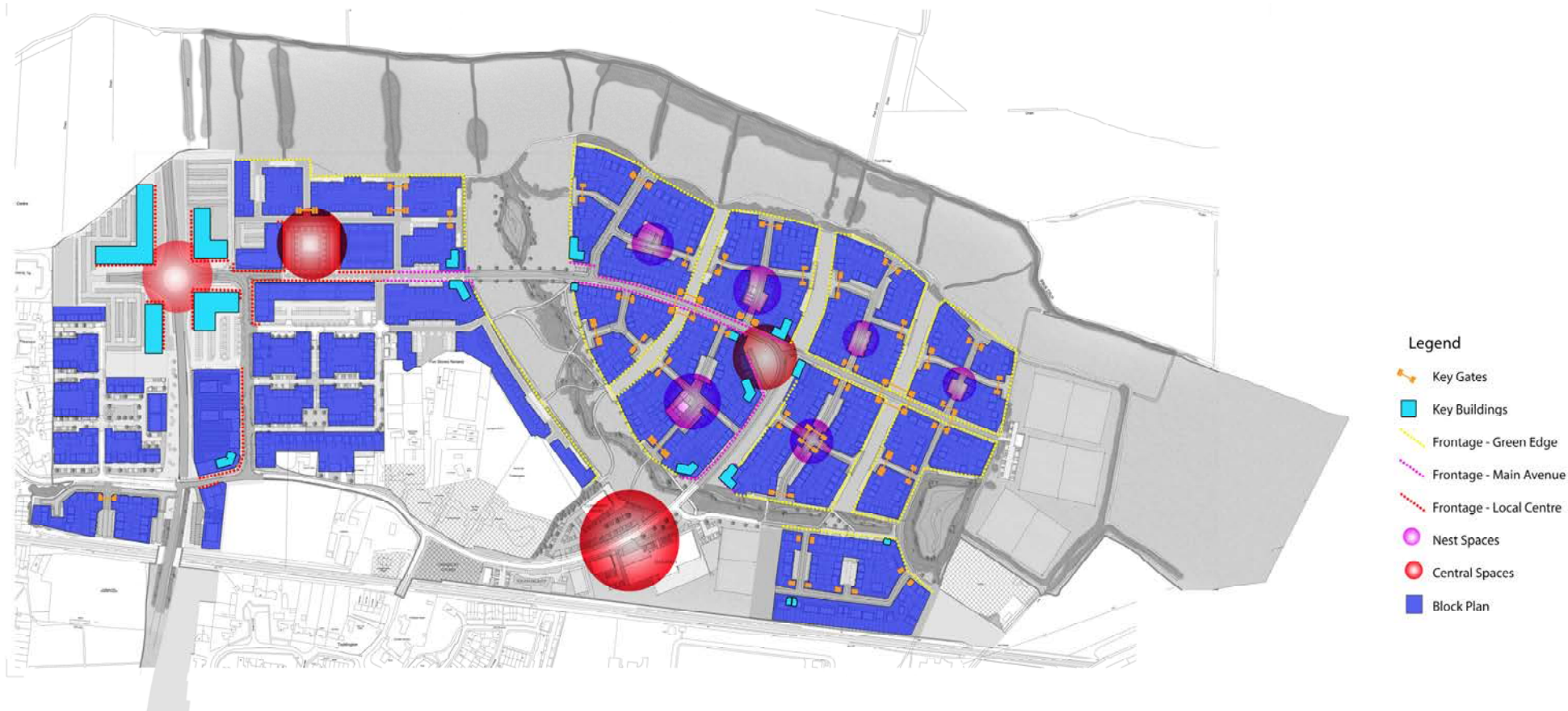
Amended Vertical Alignment Parameter Plan



Development Framework

Key Buildings and Frontages

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.



Development Framework

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.

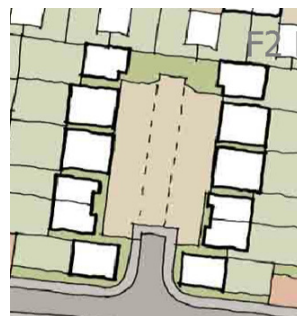
More irregular forms can be utilised to the periphery of development parcels, particularly where there is a relationship with the existing natural environment or proposed open green spaces. This will enable a softer relationship with the surrounding the natural / open landscape to be created.

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)
- Rear parking courts (dwellings with regular grouped frontages but small parking courts to the rear)



Back-to-back block pattern



Courtyard block pattern



Private Drive block pattern



Rear parking courts pattern



Development Framework

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.



Creating appropriate frontages to main streets and open spaces



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 gates (corners and vistas) within the development parcels to provide local legibility. They will act as local points of interests and can be used to define local spaces. They will be between 2.5-3 storeys in height.



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



Development Framework

Localised 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. Materials and boundary treatment will be used to reinforce scale and help with legibility.

Building height will step down from the local centre to the edges of the individual 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.



Taller contemporary buildings – scale without being overbearing – suitable for Local Area and surrounding character areas. Materials and public realm will reinforce scale and the status of the buildings.



Appropriately staggered frontages with stepped down scale.



Localised focal buildings – suitable for the more residential areas. Architectural detailing, boundary treatments and variance in materials will all be employed to create the concept of scale without being overbearing but adding important structure.



Development Framework

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



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



Development Framework

The Main Avenue

The Main Avenue is a central concept to the Development Framework established for this site. It provides a main access route looping through the development. It will act as a spine road which will be heavily used by the entire community therefore high quality of design of this area is extremely important.

Each character area interacts with the Main Avenue therefore the architectural language of it will vary depending on which section commuters are travelling through. Further detail is provided in the Character Areas section of this document. Irrespective of which area main avenue crosses there will be a number of characteristics delivered through the scheme to ensure that Main Avenue is clearly defined as a main access road.

Main Avenue will deliver a combined cycle / footpath and bus stops. The use of these and pedestrian connectivity will need to be considered in the built form of each character area.

Technical parameters of the road will be established in close cooperation with Highway department and bus service company.



Character Areas

Development Zones

The following pages set out the character and architectural principles for the master plan. These principles have been informed at the strategic level with three distinct overarching zones proposed:

West of the Bypass

Residential area influenced by existing residential development to the west and the Lyminster Bypass / Local Centre when built.

Central Area

The design of the buildings will create a new modern vernacular that has a opportunity to provide a strong urban character for the development site. The southern part of this area however will need to have regard to existing residential development that extends to the south of Toddington Lane.

Eastern Edge

This area will provide for the bulk of residential development and therefore will have a stronger suburban / rural character. The rural character will be particularly important for northern edges that abut the Black Ditch. More central areas will provide the opportunity to provide areas of open space / play areas.

The Character Areas

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

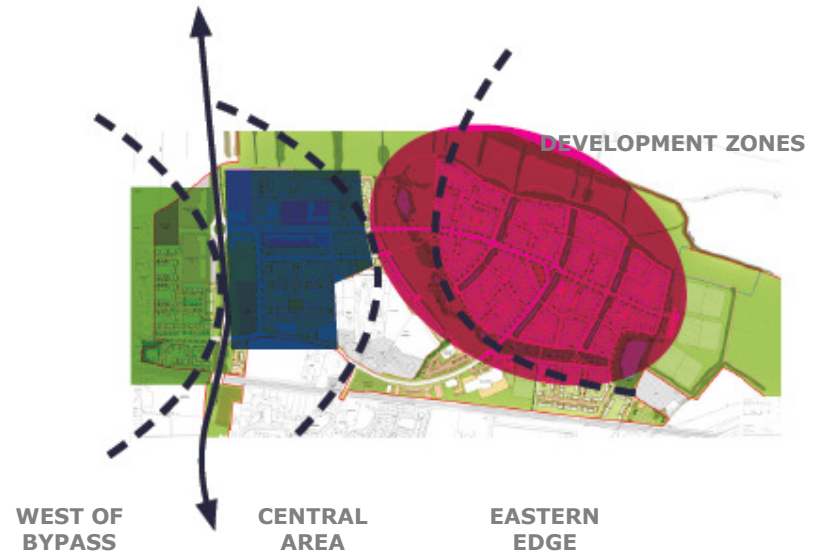
The 8 character areas are as follows:

- Local Centre
- Western Development Edge
- Southern Quarter
- Outer Central Core Area
- Central Wetland Areas
- Central Space
- Green Edges
- Community Hub

Their distribution through the Site is shown on the parameter plan on the following page.

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.



Character Areas

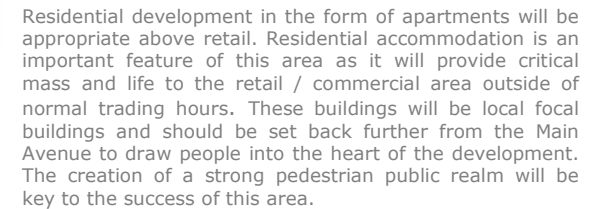
Overview



Character Areas

Summary

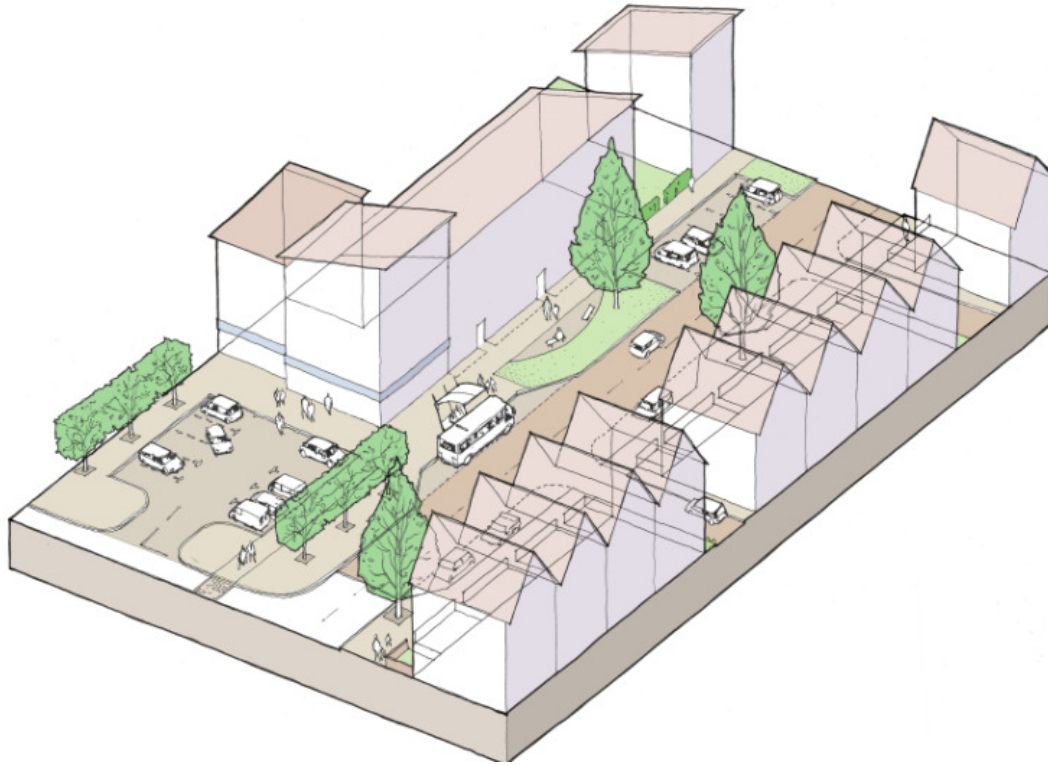
	LOCAL CENTRE	WESTERN DEVELOPMENT EDGE	SOUTHERN QUARTER	OUTER CENTRAL CORE AREA	CENTRAL WETLAND AREA	CENTRAL SPACES	GREEN EDGES
LOCATION	Sat within the West of Bypass and Central Area Zones.	Sat within West of Bypass Zone.	Sat within Central Area Zone	Sat within Central Area Zone	Sat within Central Area and Eastern Edge Zone	Sat within Eastern Edge Zone	Sat within Eastern Edge Zone
GENERAL DESCRIPTION	This character area will form a new gateway into Littlehampton as well as the main entrance into new development. Appropriate focal buildings will be required. It will deliver commercial and retail development with high density apartment accommodation above ground floor level. Built form surrounding the northern roundabout will need to be suitable for the main communication link that this area will become. A strong public realm will need to be created to provide legibility to the Local Centre - increased offset from the road along the Main Avenue will help in this regard. Build form will need to stretch along the Main Avenue and wrap around the civic square which will form the main public realm focus for the area. Main Avenue and related bus service will start in this area.	This character area is physically separated from the majority of development land by the Lyminster Bypass. It has a strong link with existing residential development to the west and south. Therefore, the design approach taken will need to provide for a natural extension to existing suburbs. Build form stretches along Toddington Lane and provides residential accommodation in form of small and medium family houses with some elements of medium density apartment accommodation. The green character of Toddington Lane should be retained and built upon where possible, The Lyminster Bypass will have a strong impact on the overall character and appearance of this area.	This character area provides a transition area between existing development along the Toddington Lane and newly established modern vocabulary of Local Centre. Built form stretches along the IDR and provides mainly high density, gridded development providing for a mix of housing and apartment development.	This character area provides for a transition between the modern contemporary Local Centre and Green Edge area which buffers the Black Ditch. A suburban approach to development will therefore, provide 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. Built form stretches along the development boundary and will provide for small and medium family accommodation.	This character area provides distinguished 'tunnel' development framing the main green corridor. It bridges the gap between Western and Eastern Zone of the development. Build form provides grand, large family accommodation with element of higher density apartment blocks at the vehicular interfaces with Main Avenue.	This character area creates central areas within the development parcels of Eastern Development Zone. It provides for smaller satellite centres of activity and connection nodes leading to and from Green Edges. Central Spaces deliver higher density allowing terraces and semi detached units to frame local LAP's. Increased height will therefore be appropriate in key entrance locations and vistas.	This character area covers the majority of the Eastern Development Zone. It will provide green edges to the residential development parcels and incorporate the SUDs features. Character area ensures that green areas are addressed and framed with semi rural development, The Main Avenue intersects with this character area and built form will need to respond appropriately with local focal buildings. Set back distances and boundary treatments. Entrance points along the main Avenue are addressed by local focal buildings – some increased height may be suitable along with upscaled elevational treatments.
DESIGN OBJECTIVES	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. Modern and urban approach to design will provide for distinguished character area that is elevated from the predominately residential character of the wider development site. It will also provide greater opportunities for gateway led design..	Area aims to blend in with the existing grain and structure of the development ensuring harmonious continuity of surrounding development.	This area will act as a buffer between two distinctively different architectural languages. As such more a more traditional domestic approach to design and scale is appropriate in the southern section, which progressively become more modern and contemporary as it reaches Local Centre character area.	Area aims to achieve increased visual impact as it sat along the edge of the development and has a significant presence for public using Lyminster Bypass. High quality of materials and feature build form creates the long views announcing new development on north approach along the Lymister Bypass.	Area aims to provide new and exciting environment for future community ensuring easy access to green open space. Larger detached will be appropriate. Semi-detached may also be appropriate where design can be used to heighten sense of grandeur and scale.,	Area aims to allow for a higher density development within the main residential area. Therefore, the use of terracing, incorporating a mix of smaller and medium sized accommodation will be appropriate, especially where they front on LAPs. Area serves as internal distributor node and feeds looser development along Green Edges.	It aims to achieve semi rural environment looking out onto the green space of Black Ditch and SUD corridors. This edge development will provide green and friendly interface between smaller development parcels. Medium sized housing and a lower density (detailed and semi-detached will be appropriate).



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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 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 planting; (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 ½ / 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. Block colours and render detailing.

Local Centre Character Area

Architectural Detailing

Architectural Detailing:	
Use	Commercial, retail, non residential, care home, residential, civic.
Density / configuration Unit	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 treatment Boundary	Use of railings and bollards. Some additional use of low level walls along the Main Avenue residential development.
Material palette	Contemporary material pallet. 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 tarmacadem Pavement: black tarmacadem Kerbs: 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 GRP doors and canopies. Predominantly flat, simple, contemporary canopies to residential units. External structures or recesses canopies to retail and commercial units.



Brick Walls	 
Render Options	     
Roof Edge / Doors / Grills	  
Windows	
Roof	

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 cotemporary 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 Lyminster 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 Avenues 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.



Western Development Character Area

Overview



This area is separated from the rest of new development to the east by the Lyminster Bypass.

It is located adjacent to existing residential development which extends westwards along Mill Lane from the development site. As a result of this proximity to existing built form, development in this character area will strongly relate to the existing character and architectural detailing of existing dwellings.

Existing residential development is of medium density and predominately of 2 storeys in height. Dwellings are set back from the kerb edge, with either off-street (driveway / frontage) or small courtyard parking. Dwellings are arranged as small terraces, semi-detached and detached plots, generally in a regular form. There is an area of 1970 bungalow developments, located off Mill Lane to the south west. However, overall, existing character falls within that of a typical suburban area developed largely between the 1980s-2000s. It is this character which is the prime reference point for the Western Development character area.

The key characteristics highlighted above should be reflected in layout, design and proposed building height throughout this character area.

New development in the western section of the character should relate back to character of Mill Lane by using traditional roof profiles, barn hipped roofs with elements of tile hanging and render to exposed elevations

There is the opportunity to increase height and density in the interior of the character area and along its eastern boundary where it abuts the Lyminster Bypass.



Existing development to the west of Parcel A1: Granary Way



Existing development to the west of Parcel A1: Corner on Mill Lane and Granary Way



Consented development at Parcel A1.

Western Development Character Area

Architectural Detailing

Architectural Detailing:			
Use	Residential	  	
Density / configuration	Unit		
Residential unit types			
Storey Heights			
Parking arrangement			
Offset			
Front Boundary treatment			
Material palette			
Surface Materials			
Accents / Corners			
Window Forms			
Balconies			
Roof Detail			
Doors and Canopies			

Brick Walls			
Tile Hanging/ Render			
Roof Edge/ Doors / Grills			
Windows			
Roof			

Western Development Character Area

Public Realm, Open Space & Play Area



The Western Development character area will closely relate to style and architectural language of surrounding existing development along Toddington Lane / Mill Lane.

Shared surfaces running parallel to Toddington Lane will allow new housing to address the main road.

A significant set back along Toddington Lane (both north and south) should be allowed for. This will enable good quality existing trees and hedges to be retained as well as providing opportunities for new soft landscaping. This will ensure that existing green character of Toddington Lane is retained.

A LEAP could also sit partially within this landscaped corridor. It should be located in Parcel A2 positioned so that it is visible from Toddington Lane and accessible to residents both within this land parcel and elsewhere along Toddington Lane..

A significant landscape buffer will need to be provided along the route of the Lyminster Bypass. This will allow for good degree of separation between the road and residential dwellings. This area will provide for a green avenue as well as SUDs features to accommodate highway drainage requirements.

There are opportunities to provide pockets of green open space within the parcels with new development designed around the green central squares.



Southern Quarter Character Area

Overview



This area acts as a transition character area leading from existing development along the Toddington Lane towards the new contemporary Local Centre.

Stretched predominantly along the new internal distributor road (IDF) this area will deliver a strong regular and urbanised residential character. There are also opportunities for higher density apartment blocks, particularly to the south where the area abuts the Lyminster Bypass.

Area located between Lyminster Bypass and IDR will deliver mainly high density apartment blocks. These will address the IDR street frontage while maintaining a buffer between new built form and Lyminster Bypass.

This area will use architectural language which will progress from more traditional / suburban character that has developed along Toddington Lane to a more contemporary modern vocabulary and material palette of the Local Centre to the north.

Area to the east will deliver residential medium to low density housing with apartment blocks / terraces along the IDR road.



Traditional elevational treatment suitable for relationship with Toddington Lane



Contemporary treatment suitable for relationship with Local Centre



Southern Quarter Character Area

Architectural Detailing

Southern Quarter Character Area	
Use	Residential
Density / Unit configuration	Medium to high density. Dwellings to front Toddington Lane but with no direct access of the existing road. Development arranged as a series of private drives / shared surfaces.
Residential unit types	Mix of smaller and medium family accommodation (houses and apartments). Predominantly semi detached units and terraces of houses with apartment blocks along the Lyminster Bypass (north – south axis)
Storey Heights	Up to 4 story apartment blocks along the IDR with 2-2.5 story terraces / semi detached units within the central portion of the residential parcels
Parking arrangement	Predominantly in car parking courts located at the back of the apartment blocks with a mixture of frontage and on plot parking for lower density areas
Offset	Min 3m along road corridor. Increased offset for properties located along the IDR to allow for a substantial front gardens and soft landscaping in front of apartment blocks
Front Boundary treatment	Railing and low level walls along IDR. Knee rail to front of the properties with timber close boarded fence to the back boundaries.
Material palette	Predominantly red, orange and buff bricks (urban block colours) with elements of cream / white render and weatherboarding. Opportunities for elements of modern contemporary colours in grey/ blue / terracotta as built form approaches Local Centre. Brown or grey flat profile interlocking roof tile.
Surface Materials	Shared drives predominantly in tarmac with speed control features and private drives in block paving. Main parcel entrances finishes in keeping with IDR approved material treatment.
Accents / Corners	Key buildings to receive enhanced elevation treatment including weatherboarding and render. Gable frontage to address site entrance, dual aspect units to exposed corner elevations. Design to progress from more traditional approach to modern.
Window Forms	White casement windows of traditional proportions to houses. Stone square surrounds to features windows. Some horizontal bars to southern section of the character area to provide a tie in with existing residential development along Toddington Lane. Grey window frames with Juliette balconies with glass / metal railing to apartment blocks.
Roof Detail	Standard domestic pitch suitable for 2 & 2.5 storey dwellings. Gables and mono pitch roofs to key building and apartment blocks. Bargeboards to key building gables, clipped eaves to standard dwellings.
Doors and Canopies	Mainly flat canopies, use of rectilinear and square forms. Small percentage of lean to porches to introduce variety to the street scene. Detail design to become progressively more modern and contemporary in approach for parcels further away from Toddington Lane. Grey doors to northern section (apartment blocks), white to southern corner.
Cills and Headers	Semi urban window treatment with soldier course headers and split brick cills moving towards modern treatment where windows receive no detailing to cills and headers.



Brick Walls				
Render / Weatherboard				
Roof Edge / Doors / Grills				
Windows				
Roof				

Southern Quarter Character Area

Public Realm / Open Space



Southern Quarter Character Area is characterised by well fronted regular pattern of development.

Streets compromise a palette of consistent material within each street scene with variation across the area permitting a transition from more traditional character of existing Toddington Lane development to modern, contemporary Local Centre Character Area.

Planting will vary from more regular structured pattern along the IDR road to a less rigorist approach within central area of Parcels.

Some low level walls to front gardens along IDR with less urban feel of hedging and railing to frontages within the central section of the parcels.

Corner buildings to act as focal features through increased height and elevational treatment design.

Design will evolve along the north – south axis ensuring that transition between character areas and existing development is smooth and natural.

Some open space will be provided on parcel with the additional green space surrounding the apartment blocks.

Car parking courts designated for apartment blocks are designed to ensure good degree of integration between achieving parking standard while ensuring that there is a degree of soft landscaping and incidental green open space to serve future communities.



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

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 Wetland 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 irregular with greater space between built form to provide an appropriate long view from Arundel and the Lymminster Bypass. A contemporary approach should still be applied to the overall design concept, but with a softer muted colour palette and increase in elevational features to add interest .

The southern portion of that character area will provide for a transition between Central Wetland Area and Local Centre. In this area a LEAP will be provided around which semi detached and terraced dwellings will be suitable 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 cills and headers) of a contemporary character. Landscaping will be a key feature of the boundaries and facilitate the creation of green lanes.

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 Unit 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 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 Lyminster Bypass. Parapet 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.
Cills and Headers	Semi urban window treatment with stone cills and headers. Full stone surround to feature windows. Semi raised flat gauge window headers with stone cills.



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

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 Lyminster 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.

LAPs

A LAPs 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.



Dwellings fronting 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.



Existing character of the Black Ditch will remain unchanged

Central Wetland Character Area

Overview



The Character Area will deliver linear development along the edge of the Central Wetland Area.

The overarching design principle will be to create a built form that has strong symmetry and grandeur. It will therefore deliver large semi detached and detached units. They will be large family houses that receive high quality elevation treatment.

The build form will provide harmony and symmetry while ensuring that the surrounding open space is clearly legible.

The Main Avenue entrance points (as it crosses the Central Wetland Area) will be framed by larger massing of increased height. Gate way buildings will be paired and deliver mainly in a form of apartment blocks.

Western edge of the character area will provide a more urban grid like structure while eastern development will deliver strong frontage with varying degrees of formality to embody the more rural nature and contrasting materials.

The primary school and community centre/youth facility will anchor the character area at its southern point. Therefore, development form and architectural detailing in this area will need to have regard to the character of the community hub. As such some elements of more contemporary urban design may be appropriate in this area.

A key feature to the design of this character area will be the wide expanse of informal open space provided by the Central Wetland Area itself. This area will serve a formal function of drainage and flood compensation, however, the landscape that is developed around this should be informal, with ad hoc opportunities for play and social recreation. Key to this will be pedestrian and cyclist connectivity with the area.



Central Wetland Area

Architectural Detailing

Central Wetland Area			
Use	Residential and Open Space.	 	
Density /Unit configuration	Low density with higher density gating Main Avenue access points. Predominantly detached and semi detached units with apartment blocks framing entrance into development areas along Main Avenue.		
Residential unit types	Mainly large size family accommodation, apartment blocks in key locations.		
Storey Heights	Predominantly 2 storey with limited amount of 2.5/3 storey to key buildings.		
Parking arrangement	Predominantly on plot with a limited degree of frontage parking. Car parking in internal parking courts to apartment blocks.		
Offset	Min 3m along the western edge of Central Wetland. Increased and irregular offset along the eastern edge of green open space.		
Front Boundary treatment	Horizontal estate style railing to front elevations, grass verges and hedges to front gardens with elements of flint stone walls to key buildings.		
Material palette	Predominantly rural red / brown multi bricks with limited use of yellow / buff bricks for detailing. Elements of flint panels and possibly cream render if required to add interest. Grey smooth interlocking roof tile.		
Surface Materials	Shared areas, speed control features and private drives predominantly in high quality block paving.		
Accents / Corners	Important corners to be defined by dual aspect units and use of chimneys and bay windows. Dentil, string courses and decorative quoins detail to key buildings. Corbel detail to key apartment blocks.		
Window Forms	White casement windows with horizontal and vertical glazing bars. Mock sash windows to gateway units.	  	
Roof Detail	Standard domestic pitch suitable for 2 & 2.5 storey dwellings. Pitched or flat dormer windows where appropriate to increase building height. White bargeboards to exposed gables.	 	
Doors and Canopies	Mix of black flat GRP canopies in a traditional semi urban form with a smaller portion of lean to porches. Key buildings to receive a brick plinth with white posts canopy. Black GRP doors.		
Cills and Headers	Semi urban window treatment with flat arches headers and splayed soldier brick cills. Stone cills and headers to apartment blocks.		

Brick Walls	   
Flint Detailing	
Tile Hanging	
Render	
Roof Edge/ Doors / Grills	 
Windows	
Roof	

Central Wetland Character Area

Main Avenue & Public Realm



Main Avenue

The Main Avenue will cross Central Wetland Area at two locations: as an extension of Local Centre and then again after it loops through the eastern side of the development site.

Once it has looped through the development site the Main Avenue will cross over Central Wetland in the south leading towards the Community Hub and out towards Toddington Lane. As a result the arrangement of the Main Avenue will be adjusted as it reaches the Central Wetland Area from the north east. Footpaths and cycle path will run along the kerb from that point on.

There will be significant soft landscaping along these stretches allowing for far reaching views across the Central Wetland and over towards Black Ditch.

Public Realm

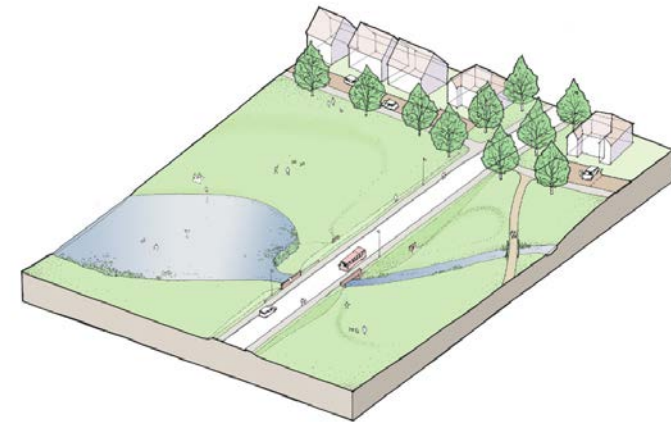
There will be a number of pedestrian links crossing the wetland area to provide good connectivity between development parcels and Local Centre / Community Hub.

Existing vegetation of high quality will be retained where possible and enhanced by new planting.

Low level lighting bollards in timber may be appropriate along footpaths through the Central Wetland Area.

Front gardens to properties along the Central Wetland area will receive high quality railings, hedges, grass verges and low level walls.

The pedestrian footpaths dissecting the Central Wetland Area will be of sufficient width to accommodate cyclists (3m wide).



Central Wetland Character Area



Open Space & Play Areas

Open space

The Central Wetland Area character area provides a significant open space amenity for the area but also provides an interface with the Central Area and Eastern Edge character areas.

This new largely man-made parkland will deliver various design and delivery objectives.

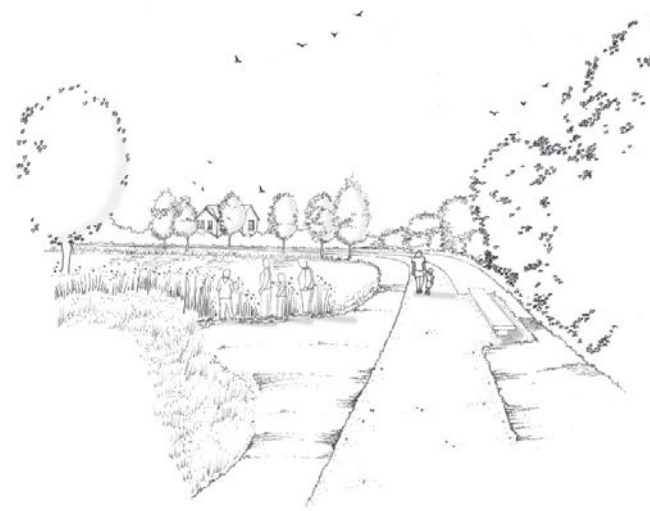
It provides flooding compensation area and has been designed to provide a safe environment for the residential development by delivering a series of swales and ponds linking to the south east with existing water feature.

It provides a high quality open space which gives the future development fantastic setting and backdrop.

Play Areas

It delivers extensive area of safe and well overlooked park land which will encourage unsupervised informal play.

It will also provide a fitness trail which runs along the western edge of Central Wetland Area.



Central Spaces Character Area

Overview



The Central Spaces character area will deliver a slightly higher density area nested within the centre of each individual development parcel of the eastern section of the development site.

The Central Spaces will act as a central nodal point providing vehicular connection between the Main Avenue and Green Edges of the wider development parcels. Properties around the main internal junction will receive enhanced elevation treatment.

Wrapped around the main access road to and the central junction of the development parcels this area will deliver slightly higher density housing aimed at small families and couples. Homes suitable for first time buyers will be located within that tighter development grain providing increased variety of housing mix delivered during phased housing delivery.

Built form will vary between smaller terraces and semi detached medium size units. Dwelling sizes should range between 2-4 bedrooms, providing small to medium accommodation suitable for single people, couples, young families and downsizers.

Car parking will be mainly in front of the dwelling with some on plot parking or in well designed courtyards.

Play areas integrated in central open space will become the focal point of each parcel. Private and public amenities spaces will be clearly defined.

Dwellings will be of traditional proportions up to 2.5 storeys in height.

Architectural detailing will be simple, largely of a more traditional appearance. Opportunities may exist for modern elements of design, where appropriate to the form of development.

Boundary and surface treatments should be semi urban in design.



Central Spaces Character Area

Architectural Detailing

Central Spaces	
Use	Residential.
Density / Unit configuration	Medium density Predominantly short terraces and semi detached units with corner/dual aspect units around the internal junction and Main Avenue connection point.
Residential unit types	Smaller units and medium family accommodation.
Storey Heights	Predominantly 2 - 2.5 storey
Parking arrangement	Predominantly frontage parking with limited on plot parking for larger units
Offset	Min 1.2m along internal road corridor. Increased offset for properties located around the junctions.
Front Boundary treatment	Railings, grass verges and hedgerows. Railings and low level stone walls to Play Areas.
Material palette	Mainly urban red and orange multi brick with use of render or weatherboarding in cream or contemporary blue shades. Red and brown roof tiles. String and dentil courses.
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 dual aspect units and additional material elevation treatment.
Window Forms	Standard domestic form and scale casement windows in white uPVC. Dormers and velux windows for 2.5 storey dwellings. Some element or grey windows may be appropriate if weatherboarding / render used.
Roof Detail	Standard domestic pitch suitable for 2 & 2.5 storey. White bargeboards to exposed gables. Clipped eaves to standard front to back roofs.
Doors and Canopies	White or black GRP pitched and lean to canopies in a simple traditional design. Lean to porches. Dark grey and black doors.
Cills and Headers	Headers: Flat, gauged or full brick arches in contrasting brick Cills: contrasting splayed brick.



Brick Wall

Render /
WeatherboardRoof Edge /
Doors / Grills

Windows



Roof



Central Spaces Character Area

Public Realm & Play Area



Examples of central play / open space areas and how built form can relate to them



Public Realm and Play Areas

The key characteristic of these areas are that they form the central point of the main residential development parcels. They will therefore facilitate cohesion and help to establish a sense of place that is unique to the development parcel. They will help to provide variation in the built form of the eastern half of the development site.

The focal areas can be established by formal play areas, with development fronting on to them, a collection of key buildings, or informal green space that provides more of a visual amenity.

These areas need to be interesting, and different from one another, to avoid repetition and uniformity. The images opposite demonstrate how this variation can be created simply with carefully design play areas and grouping of built form.

Key buildings of 2,5 storeys in height will help to define built form around the central area, be it a formal play space or smaller visual open space.

This character area is urban in character therefore built form will be formally arranged, however building forms, materials and landscaping will help to introduce the variety required.

Boundary treatments will also be key to helping establish character and demarking between public and private realm. Simplicity will be required with the use of railings and wall around play areas or key dwellings.

Play areas need to be safe and stimulating. They will provide largely for formal play, however the arrangement of equipment should also encourage imaginative play wherever possible. Landscaping should be used to increase safety and add interest.

Green Edges Character Area

Overview



The Green Edges will be linear development situated along the SuDS corridors, Black Ditch and Main Avenue.

This area will provide a naturalistic edge to the main development parcels of the eastern half of the wider development site. These will act to soften the appearance of the built form and anchor it to existing and proposed open green space. As such building forms should be of a more irregular pattern referring to an open rural setting / pattern. ..

Pedestrians and vehicles will share the roadways as and such they will largely comprise of shared and private drives.

This character area will be rural and residential in character, incorporating larger 3-5 bedroom dwellings. Accommodation will be suitable for growing families and established households. This will create a lower density area of development with greater opportunities for public landscaping along SUD's corridors and incidental amenity space.

Car parking should be on plot or in garages and building proportions and vernacular should be rural with traditional elevation treatment and detailing.

Majority of dwellings will be 2-storeys in height.

The relationship between the built development and surrounding open space will need to be carefully considered. Public and private amenity spaces will be clearly defined by white picket fences and hedges to front gardens. Boundary treatment will facilitate open views of the SuDS features while make a clear demarcation between public and private places.

Architectural detailing should incorporate traditional and rural features.

SUD's 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 will front green edges with private driveways and shared surfaces provided for access.

The SuDS features will also be utilised as natural areas of play.

Green Edges Character Area

Architectural Detailing

Green Edges	
Use	Residential with open spaces and SuDS features.
Density / Unit configuration	Lower density. Predominantly detached and semi detached units arranged to give impression of large detached dwellings. Irregular building placement along SUD's corridor. More regular arrangement along the Main Avenue.
Residential unit types	Medium to large size family accommodation.
Storey Heights	Predominantly 2 storey with limited amount of 2.5 storey to parcel corners and vehicular parcel entrance.
Parking arrangement	Predominantly on plot, in garages with an element of integral garages incorporated into the design.
Offset	Minimum of 2m along road corridor.
Front Boundary treatment	Timber knee rails / picket fences and grass verges with hedges. Stone walls to key buildings along the SUD's corridor if appropriate. Railings possible along Main Avenue (key locations only).
Material palette	Rural red and brown multi bricks, use of buff render, rural / sandfaced tile hanging and flint blockwork to add variance and rural character. Red and brown roof tiles (sandfaced rather than smooth in texture), typical rural detailing to SUD's corridor. String and dentil courses. Decorative quoins detail suitable for Main Avenue.
Surface Materials	Shared areas, private drives 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 with horizontal and vertical bars to Main Avenue. Mock sash windows to key buildings along SUD's corridor.
Roof Detail	Standard domestic pitch suitable for 2 & 2.5 storey dwellings. Bargeboards. Element of barn hips to achieve rural character. Varied ridge height along the SUD's corridor. More consistent ridge height along Main Avenue. Chimneys to key buildings.
Doors and Canopies	Black, white or grey / green GRP doors in a traditional or cottage design. Lean to and pitched traditional canopies. Simple external features of traditional proportions fixed with brackets or posts as appropriate to design. Key buildings to receive a brick plinth with white posts canopy.
Cills and Headers	Headers: Arched or flat, gauged or full brick arches in contrasting brick or reconstituted stone Cills: 2 course plain tiles or reconstituted stone



Brick Wall	  
Render	
Tile Hanging	
Flint Detailing	
Roof Edge / Doors / Grills	  
Windows	
Roof	 

Green Edges Character Area

Main Avenue, Public Realm & Open space



Main Avenue

Buildings along the Main Avenue will retain the rural features however they will respond to the setting in more organised and regimented manner. With on plot parking these areas will provide regular build line with organised set back to provide continuity of build form with buck end units marking parcel corners.

All significant corners will receive increased height and special elevation treatment. Plan wise these units will be designed to provide dual aspect to increase attractiveness and overlooking.

Public Realm / Open Space

Green Edges Area will provide a village like setting fronting onto the Green Open Space and SuD's corridors along the eastern and western edges.

The area will aim to achieve a spacious and open feel providing extensive green areas which will encourage naturalistic play areas for children.

Low level vehicular traffic will provide a feeling of familiarity and community surrounding well maintained green corridors.



Suggested relationship with the SUDs corridor



Low density detached and semi detached dwellings, of domestic scale and traditional architectural detailing / rural materials. Good size front gardens, with picket fences / hedges and some low level stone walls.



Community Hub Character Area

Principles

School Design

The School is to be a 2-form entry primary school. Its design will need to give strong consideration to its focal location at the intersection of the Central Wetland Area, Main Avenue and residential development. Careful consideration will need to be given to the placement of built form, use of playing fields and access / entry points and drop off / pick up locations.

The design and layout of the school will be driven by West Sussex County Council and the Department of Education. Final design will have to meet all required educational building standards. A contemporary modular buildings is likely to be favoured approach. The School building will provide a focal point for the community hub and therefore will need to be of strong form. Two storeys and a strong roof form are likely to be appropriate. The materials palette will need to complement the wider design approach, it should be clean and simple (e.g brick and render). Glazing can be used to add interest and feature to the elevation treatment of the building.

In terms of outdoor sporting provision, it is likely that some use of the pitches provided as part of the wider master plan will be utilised. Suitable and safe footpath connection to the Pitches has therefore been provided for in the master plan.

The Community Centre

The sketch drawing overleaf sets out design principles and framework for the community centre and the potential inter-relationship with the Primary School. The design of the future community hall will need to ensure collaborative working with Littlehampton Town Council to ensure that all needs are met and that the building can be adapted to evolve with community's needs. It will need to be secondary in terms of scale and massing to the school. However, a strong roof form and variation in material palette to the schools will help to provide interest to the overall hub area.

Youth Centre Facility

Youth centre facility requirements will have to be discussed and agreed with all parties involved. It is possible that the built facilities will be provided as part of community hall, and the youth facility site may be used for shared outdoor provision, e.g. an adventure play park / nature area, which in turn could be utilised by the School.

If a built form is delivered, design and detailed function will need to compliment new School and Community buildings.

Shared Provision

It is likely that the school, community centre and youth centre will look to share facilities where possible, particularly in terms of car parking and outdoor play and recreation space. It will also be important that they do not replicate uses. Therefore, the school building is likely to provide Sport England approved sporting provision which can be opened up to the wider community, whereas the community and youth facilities will look to provide multi-function community space that can be used by smaller community based organisations.

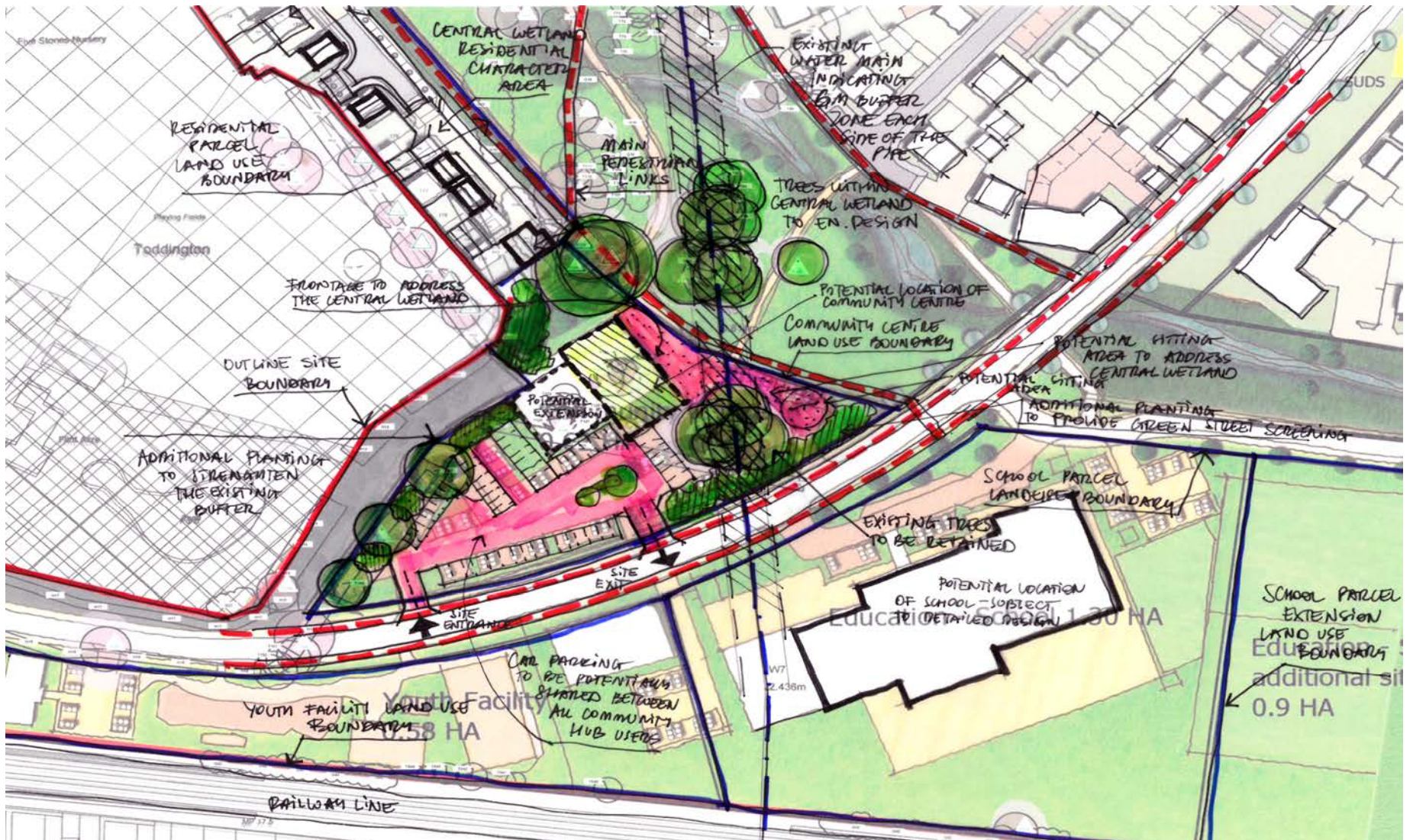


Contemporary modular school buildings



Suggested scale and materials for the community building

Community Hub Character Area Constraints, Opportunities & Interconnections



Constraints, opportunities and interconnection between Community Hub facilities / Central Wetland Corridor and Residential development.

Access and Movement

Access and Movement Strategy

Access to the Site will be achieved in a variety of ways. Vehicular movement will primarily come from the newly constructed Lyminster 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.

Road Hierarchy

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

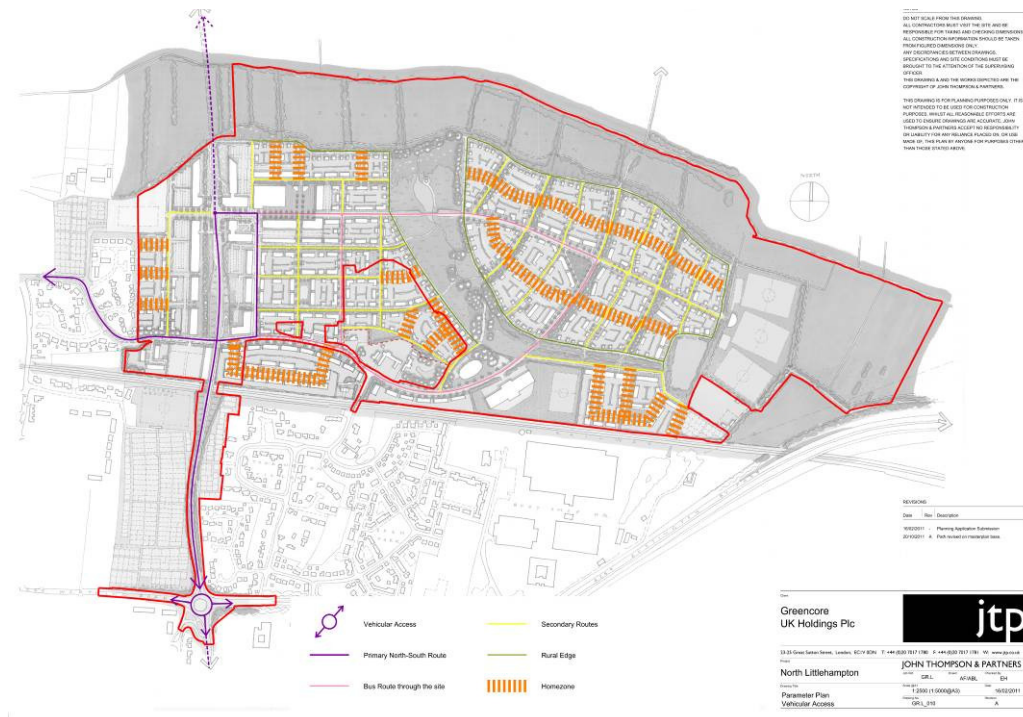
The overarching rationale for the road hierarchy is that larger roads are used to carry more intense levels of movements, often with clear and structured segregation of pedestrians, cyclists and vehicles. Roads in the lower order will be less engineered and extend to the edge of the development.

Internal Street Structure

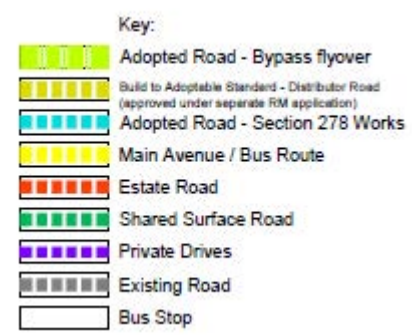
The overall internal road layout of the development is dictated by the proposed block structure set out in the Outline Planning Permission. In the western part of the Site, around the local centre, the road pattern has a strong grid-alignment that is regularised, creating a strong urban form to the area.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

Parking

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

Car parking spaces to achieve minimum dimension of 2.4x4.8m. Garages to comply with minimum 6x3m internal dimensions.

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.

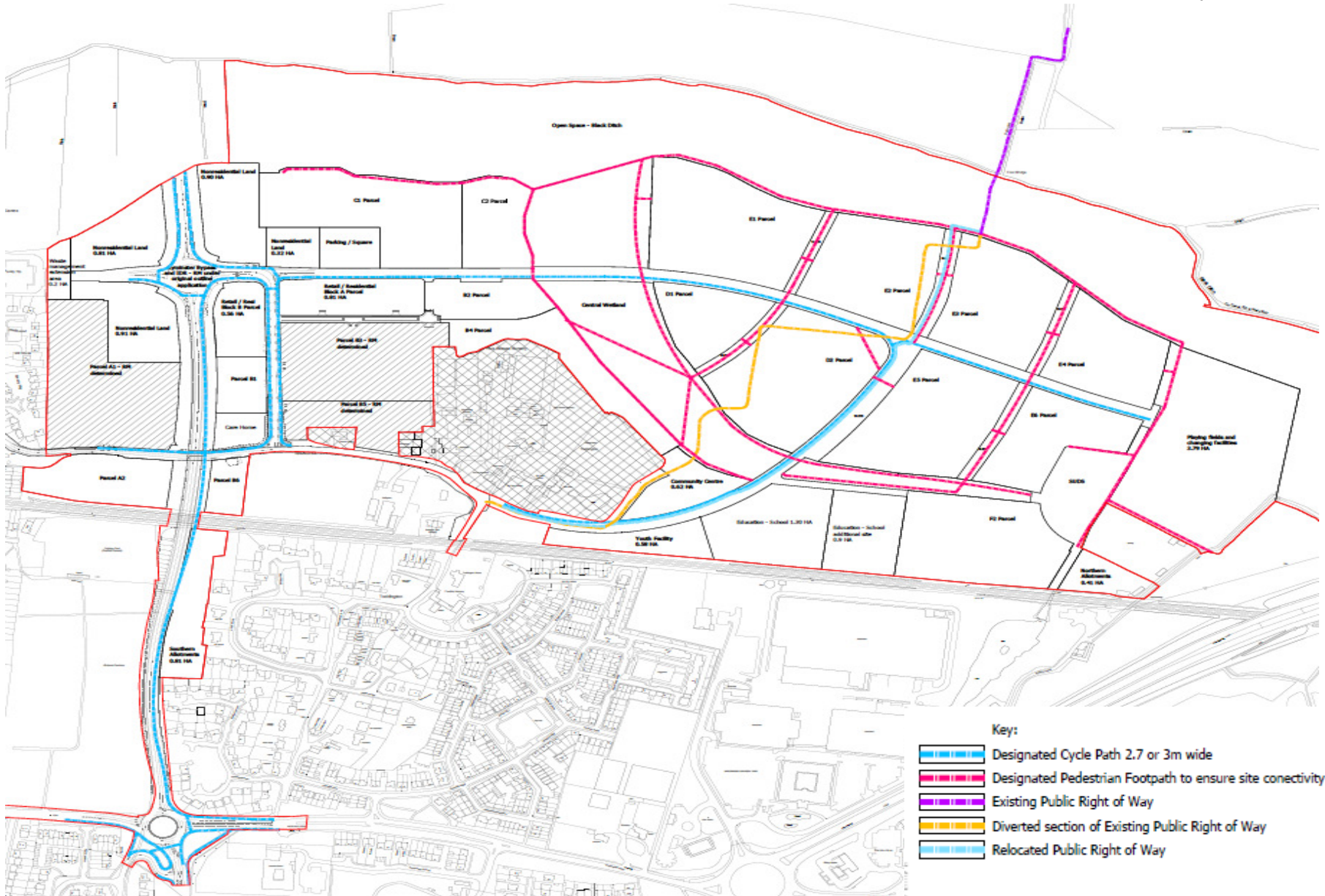
This will include:

- The Southern Lyminster Bypass
- Road / junction improvements along Mill Lane / Toddington Lane
- Junction improvements to Crossbush, Wick and Bodysop 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 and Movement

Amended Pedestrian and Cycle Parameter Plan



Access – Main Avenue West

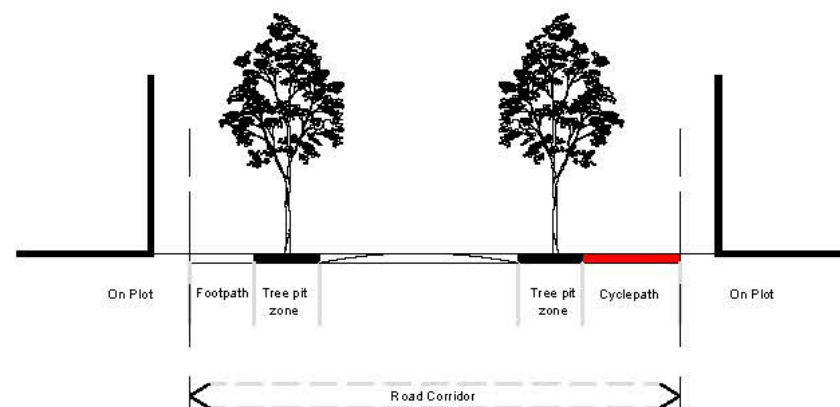
Road Hierarchy Details

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

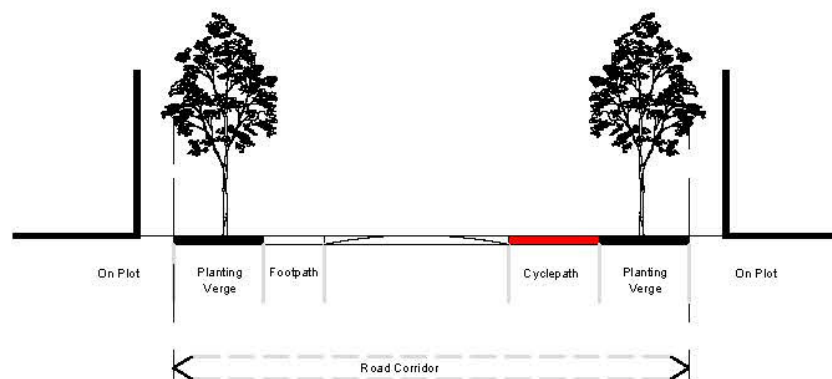


Access – Main Avenue East

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

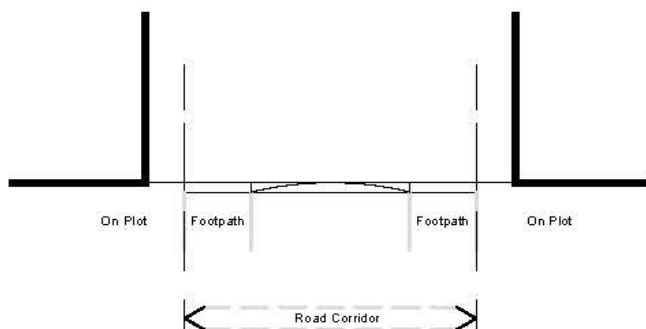


Access – Estate Roads

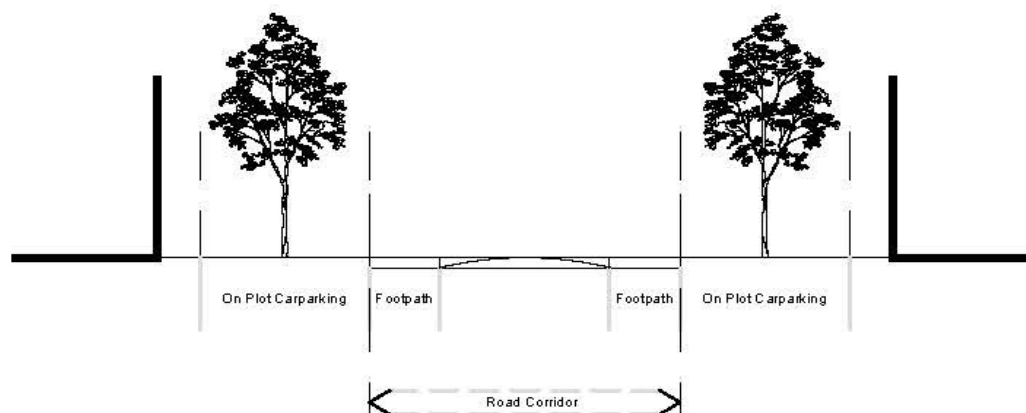
Estate Roads	
Max Speed	20mph
Minimum carriageway width	4.8 - 5.5m
Footways	2m to both sides
Cycleway	On road
Verge	N/A
Direct access to dwellings	allowed
Public Transport	N/A
Traffic calming	yes
On-street parking	Allowed



Estate Road - Typical Section - A



Estate Road - Typical Section - B

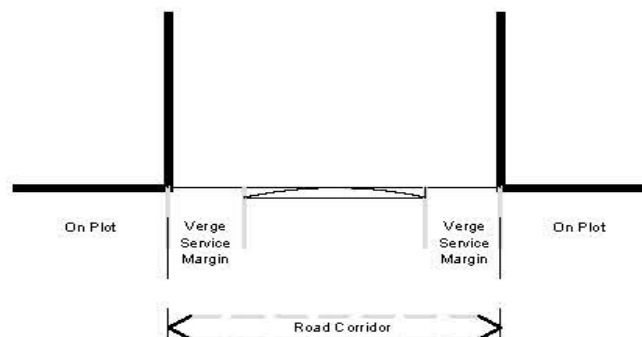


Access – Shared Surface Roads & Home Zones

Shared Surface Road	
Max Speed	20mph
Minimum carriageway width	6 m
Footways	-
Cycleway	On the road
Verge	Build form offset 2-6m from the road
Direct access to dwellings	allowed
Public Transport	N/A
Traffic calming	yes
On-street parking	Allowed



Shared Surface - Typical Section

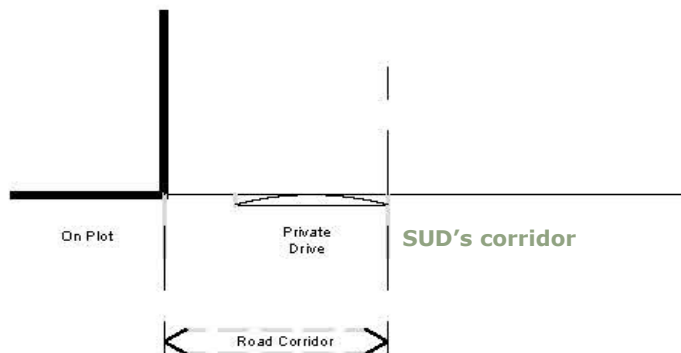


Access – Private Access Roads & Green Lanes

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



Access – Lyminster Bypass

The Lyminster Bypass (south section) is a new two-way carriageway running north-south within the site and located towards the western boundary. It provides primary access into the development.. It will also form part of a new primary road network in North Littlehampton running north – south from the A27 to the existing Fitzalan Road. To the south of the site the bypass bridges Toddington Lane and the railway and then connects with the Fitzalan Link road. The Fitzalan Link road is being considered separately under planning application LU/234/16/RES).

As a result the design of the Southern Lyminster Bypass include a bridges, which spans Toddington Lane and the railway line, and two roundabouts, one which will connect to the northern section of the Lyminster Bypass and the second with the A259. The proposals will also need to include detailed landscaping along the route of the Bypass.

The railway bridge design will need to accord with both WSCC and Network Rail standards. It is intended that the Bypass in its entirety will be adopted by WSCC. .

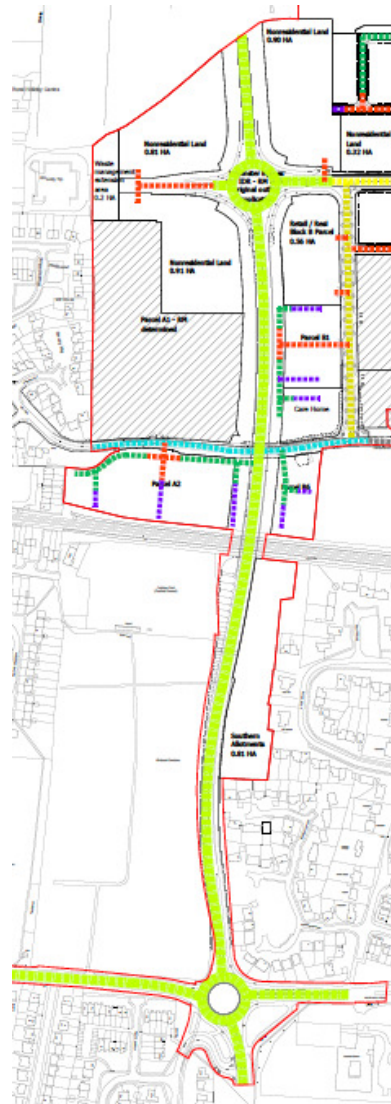
Key to the design will be to ensure that the Bypass appropriately ties in with the northern section of the Bypass which is being delivered by WSCC (via the northern roundabout) and the existing A259 Fitzalan Road to the south.

The Lyminster Bypass is also a key feature of the overall master plan for the North Littlehampton development. It will provides for a new 'gateway' into Littlehampton as well as the primary access route into the development. As part of its 'gateway' function the Southern Lyminster Bypass will have retail and commercial uses directly fronting.

Crucially, the Bypass will become an integral element of the wider, where the Bypass becomes a focal feature of the local / Littlehampton area, and as such will not only pass through existing residential dwellings, but will also have new uses directly accessed off it. As such it has been designed to be a 30mph limit road..

The route of the Southern Lyminster Bypass is very much defined by outline planning permission LU/47/1.

The only change proposed relates to the northern roundabout. Previously it was shown as a traffic light / priority junction. However, following discussions with WSCC this is not longer considered appropriate. Firstly, WSCC have sought to increase capacity of the Bypass overall and as a result a roundabout junction would provide capacity benefits over the traffic signalised junction proposed by the outline permission. Secondly, the Town Council raised concerns regarding the success of a traffic light / priority junction given the likely weight of traffic use along the Bypass. Thirdly, a roundabout design facilities a better central hub for the local / commercial centre and the better placement of focal buildings in this area. Fourthly, WSCC have approved the layout in principle and have reviewed the capacity testing of the roundabout junction.



Lyminster Bypass	
Max Speed	40mph
Minimum carriageway width	7.3m + margins Surface - tarmacadam
Footway / Cycleway	3m un-segregated shared facility on east side Surface - tarmacadam
Verge	Yes species rich grassland
Direct access to dwellings	No
Public Transport	No bus route proposed
Controlled Crossing	Controlled and uncontrolled where appropriate to the design
On-street parking	Allowed

Landscape Strategy

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.

The character of the existing water meadows (the Black Ditch) has informed the design of the Central Wetland Area that will be delivered as part of the overall development. Landform manipulation in the Central Wetland Area will allow a diverse range of habitat and landscape types to form.

Sustainable drainage is a key component of the landscape strategy – provided by the Central Wetland Area and the greens SUDs corridors that run through the eastern part of the site. These areas will have a dual function of providing areas for active recreation and movement through the site as well as providing a visual connection to the existing rural landscape.

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

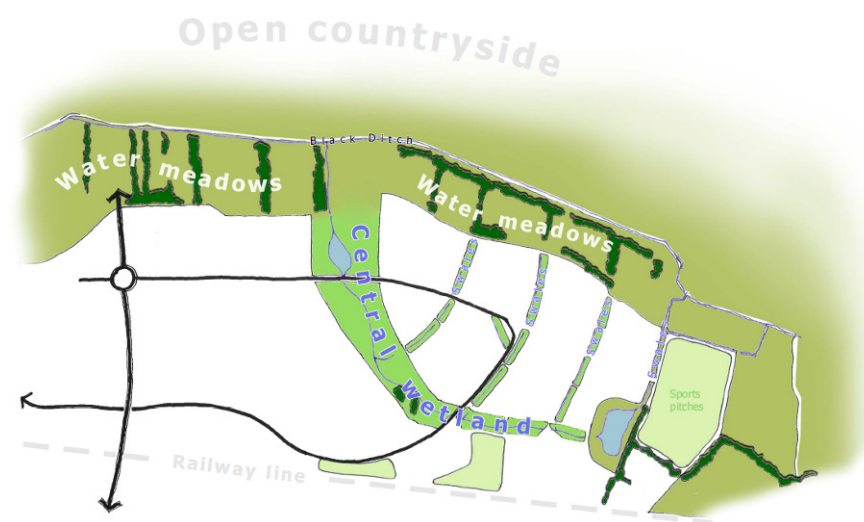
A large area of amenity green space is proposed in the eastern part of the site, which includes an area of outdoor sports pitches. Existing hedgerows, drainage ditches and marginal habitat will be retained providing additional areas of semi-natural urban green space.

In addition a number of small parks and gardens will be located across the master plan. These will be located near to the swale corridors and linkages to local amenities and the central wetland area.

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



Areas of Strategic Landscaping



Strategic Landscape

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.

The strategy for the Black Ditch is focused on enhancing biodiversity value. A network of mown, hoggin, compacted gravel footpaths will control public access.. Recreational activities and access will be focussed on designated routes along the periphery of the area, adjacent to the residential areas, to limit disturbance of ecologically sensitive habitats.



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 hoggin / compacted gravel	Path Width: Pedestrian only



Ecology of Existing Water Meadows

The floodplain grazing marsh runs the length of the development site from west to east. This will be managed sensitively to enhance the floral diversity of the hay meadows that currently exist. Enhancements will be put in place to create suitable habitat for species such as reptiles and birds. The grazing marsh is dissected by drainage ditches many of which are currently dry. Where practical these will be enhanced and reinstated to create new aquatic habitat for water voles and aquatic invertebrates. These ditches will be managed sympathetically in the future in line with an Ecological Management Plan.

The Black Ditch runs along the northern boundary of the site and is fringed with marshy grassland habitat. The Norway Ditch is located within the eastern area of the site and the Toddington Ditch in the central section. The hydrological regime of these watercourses will be protected within the final development, and through sympathetic management of the water courses, where appropriate these habitats will be enhanced for water voles, otters, aquatic plants and foraging / commuting bats.

Strategic Landscape – Central Wetland

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.

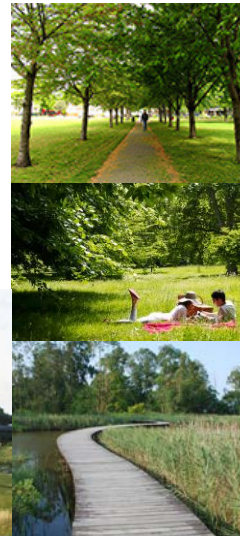
The permanent pond will be a focal area for wildlife, and therefore appropriately planted to encourage waterborne species.

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.

Ecology of Central Wetland Areas

This area will be created to form a riparian corridor to provide connectivity between the Black Ditch / grazing marsh and a pond that will be retained towards the eastern extent of the site which connects to grazing marsh beyond. The vegetation within this area will mimic the grazing marsh habitat and will follow a similar sensitive management regime. By creating these areas continuous green corridors are incorporated into the proposed development providing connectivity to a wide range of species including reptile, foraging / community bats, water voles and otters.



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 trail routes to be hoggin / compacted gravel or boardwalks depending on location	Path Width: Combined cycle routes and pedestrian routes - 3 meter wide



Strategic Landscape – SUDs Corridors

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.

Ecology of SuDs Corridors

The SuDs corridors will form 'green fingers' which will connect the floodplain grazing marsh with the Central Wetland Area. These green fingers will comprise an avenue of wildflower grassland within standard trees and hedgerows. These will be managed sensitively to maximise biodiversity gain across the site



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 trail routes to be hoggin / compacted gravel or boardwalks depending on location	Path Width: Combined cycle routes and pedestrian routes



Landscape on Parcel

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 strategic SuDs 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

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.

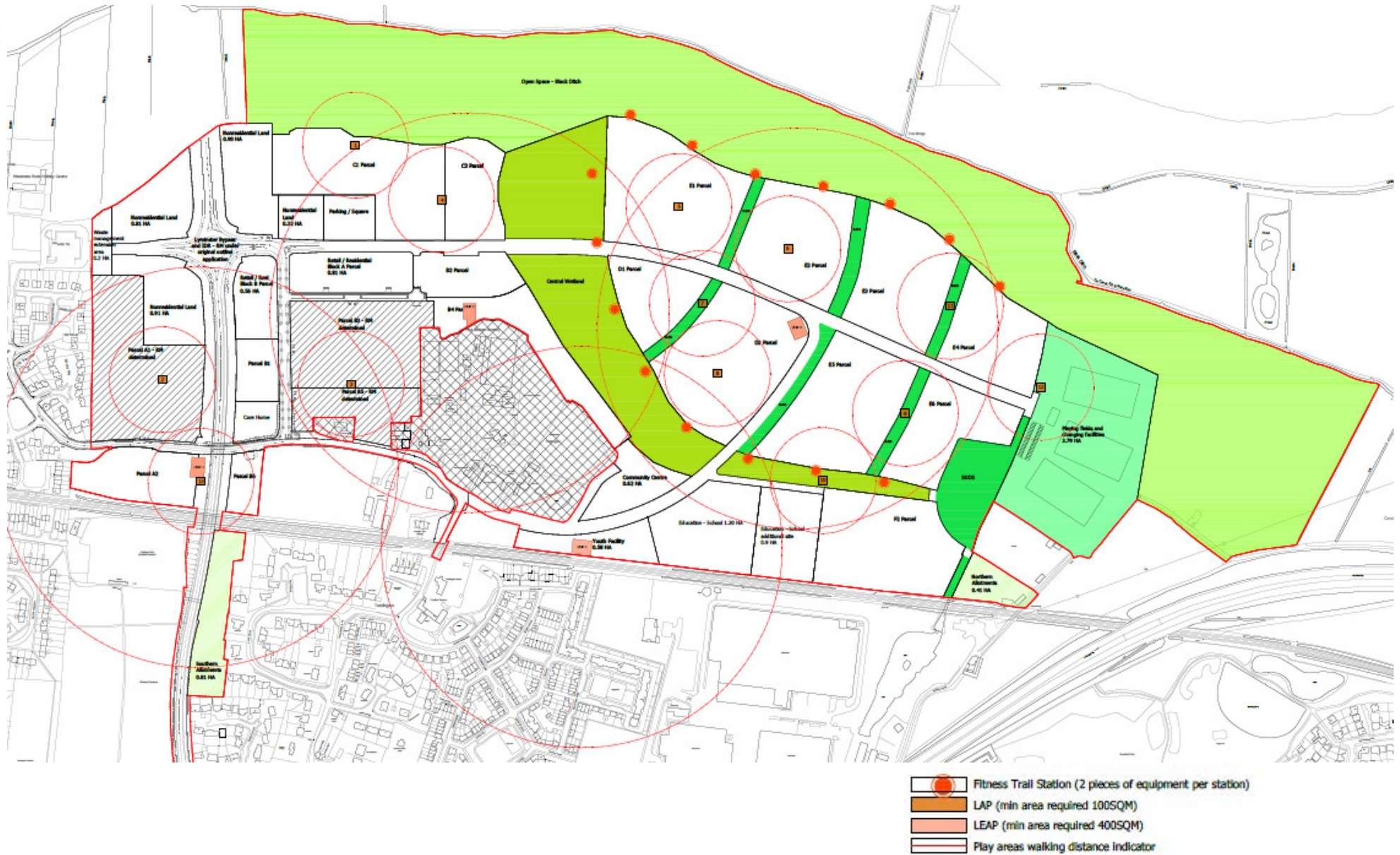
Natural play will include landform, timber structures and boulders to create balance beams, stepping stones and areas where imaginative play can be facilitated.



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.





Drainage Strategy

Surface Water Drainage

Intrusive ground investigations and soakage testing undertaken have confirmed that infiltration methods for the disposal of surface water runoff are unlikely to be practical across the majority of the site's the underlying material general is clay.

The surface water drainage systems from the proposed development will therefore discharge to the local watercourse. Rates of discharge will be lower than those from the existing site which will help reduce the risk of flooding downstream.

All SuDs will be designed in accordance with up to date SuDs guidance. Source control techniques will be incorporated into the drainage strategy to ensure that surface water runoff is managed as close to source as possible.

SuDS techniques proposed include pervious pavements, geocellular storage and swales. All SuDS will be designed to accommodate surface water run off from all rainfall events upto and including the 1 in 100 year event including an additional 30% allowance in rainfall for the possible effects of climate change so as not to increase flood risk at the site or downstream in accordance with the requirements of national and local planning policy.

SuDS systems are shown to be effective in removing general urban runoff pollutants and will treat and attenuate surface water runoff prior to discharge into the local watercourse.

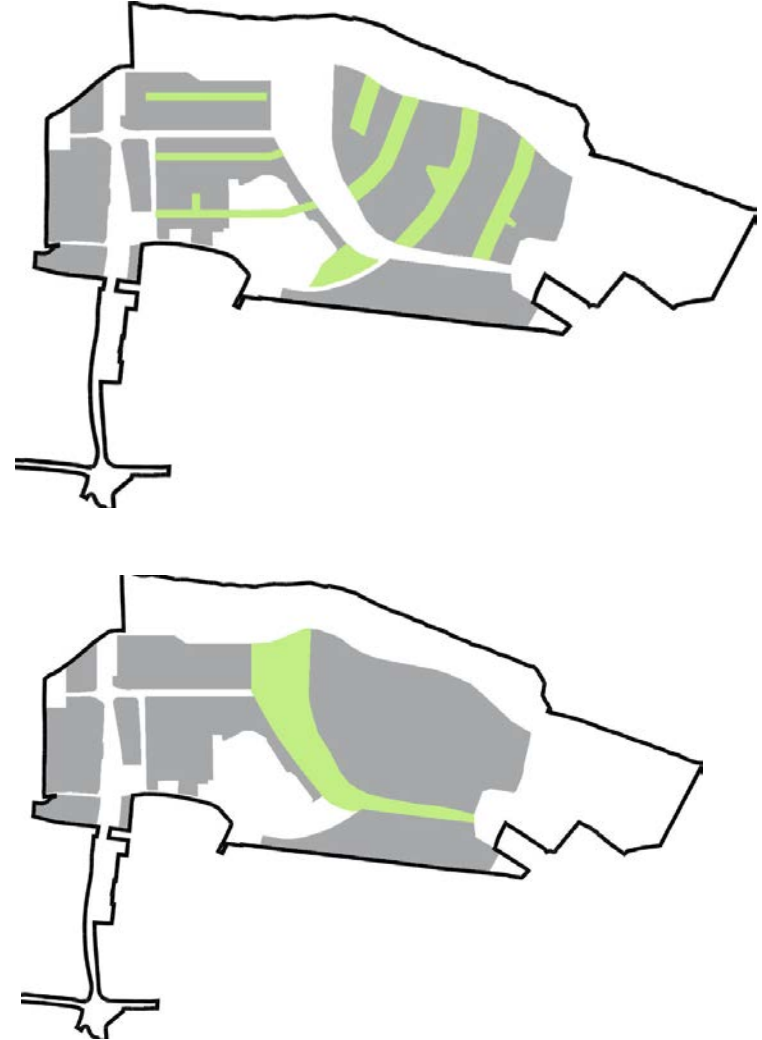
Flood Compensation

Finished floor levels will be set no lower than 500m above the flood levels within the approved FRA in order to minimise any risk of flooding form the proposed development from fluvial sources associated with the Black Ditch.

Compensatory flood storage will be provided for any potential loss of floodplain on a level for level basis to the design flood levels specified within the approved FRA. The provision of compensation aims to ensure the floodplain storage, which could otherwise result in an increase in flooding downstream, is not lost as a result of the development proposals.

Foul Water

Wastewater effluent from the proposed development will be discharged into Southern Water's network. Southern Water have been consulted to ensure that any solution does not exacerbate existing problems within the downstream network, and as a result the existing network is in the process of being upgraded.



Sustainability

The proposed master plan has sought to mitigate against the impacts of climate change and incorporate arching sustainable principles wherever possible. The creation of a sustainable development has been fundamental to the design process.

Layout and Urban Form

The structure and orientation of the development will be designed to take account of:

- Provision of shading through the retention of on-site vegetation in conjunction with new tree and hedgerow planting;
- Substantial areas of green space will provide green amenities and ecological enhancement across the master plan;
- Provision of a network of streets and spaces that enable and encourage residents to walk and cycle to local amenities and facilities; and
- Optimise solar exposure through block orientation and architecture to promote good levels of natural daylight.

Transport

An integrated transport strategy has been developed to provide permeable, legible, attractive and safe routes to prioritise the pedestrian, cycle and bus movement within and across the master plan to ensure they tie in with local amenities and facilities.

Site Wide Energy Savings

The original outline planning consent requires at least 10% of the energy supply of the development to be secured from decentralised and renewable or low carbon energy sources. Within this aspect five methods have been considered they include Solar Thermal, PV Panels, CHP, wood Burning Stoves and Fabric First. The preferred method is Fabric First before any bolt-ons are considered. If bolt-on's are required it is likely that the favoured approach will be Solar Panels.

Fabric First

Development already delivered demonstrates that our preferred specification for all dwellings achieved in excess of a 10% reduction of carbon emissions over the Part L Baseline assessment before low carbon / renewable options are required.

This will include a building fabric which exceeds Part L limiting U-Values plus higher efficiency boiler, lighting and ventilation systems. This meets the policy requirements of carbon reduction goals in the NPPF, and follows the principles set down by the Zero Carbon Hub.

The Fabric First method ensures that the enhanced performance is embedded within the properties for the duration of their design life with little or no maintenance required as opposed to bolt-on options which can reduce in performance over time and require regular maintenance and therefore costs to homeowners.

Building Specification – Fabric First

GROUND FLOORS – all ground floors will be constructed to achieve a U-Value of 0.20 or lower. This value varies depending on the shape and size of the building, however, it can typically be achieved by installing 70mm insulation under screed.

EXTERNAL WALLS – Through the use of a timber frame system all external walls will achieve a U-Value of 0.29 and record a much lower thermal mass when compared to standard masonry construction dwellings. If standard masonry is used additional insulation will be used to increase wall thickness providing for a U-Value of around 0.3.

ROOF SPACES – Where insulation is installed in the loft space, a U-Value of 0.14 will be achieved. This is achievable by using a 300mm mineral wool quilt.

OPENINGS – We are committed to installing windows to all plots with a typical U-Value of 1.40 (including frames). External doors will be fully installed and achieve a U-Value result of 1.00.

THERMAL BRIDGING – Instead of using standard sets of thermal bridging details (such as Accredited Construction Details), this development will adopt a bespoke set of psi-value calculations which have been created in conjunction with our timber frame template. The results of this mean less energy is lost through the junctions of the buildings.

AIR PERMEABILITY – All plots will be tested for air leakage to achieve a value of 5.5 or lower.

VENTILATION – System I ventilation will be used – intermittent extraction fans.

HEATING / HOT WATER – This assessment has been based on the ideal Combi ES boiler range. We will ensure that the actual boilers used meet the same efficiencies as these models for both heating and hot water.

HEATING CONTROLS – All plots should be fitted with delayed start thermostats, weather compensators and time and temperature zone controls.

LIGHTING – All fixed lighting outlets should be fitted with low energy bulbs. This includes LEDs.

WATER USAGE – The properties will have low flow sanitary fittings to restrict average water consumption to 105L/p/d. This will be achieved through low flow taps and showers, dual flush WCs and water butts..

Sustainability

Water Run Off

The development takes account of extreme weather incidents including heavy prolonged rainfall. The measures include:

- A SuDs system to include a range of features across the master plan. Once implemented these will ensure that the proposed development will not have any adverse impact on the flood risk, water quality or foul / potable infrastructure.

- Retention of existing vegetation, green space and creation of additional green space and gardens and permeable surfaces are proposed to ensure the level of impermeable hard standing is reduced across the master plan.

- New planting as part of the landscaping scheme.

Waste Management

Recycling arrangements including storage and collection for residential dwellings will be integrated into the design of the properties and servicing areas. The layout of the development will ensure that local waste management strategies are incorporated into the design.

Health and Well-Being

A range of open space provision is provided across the site to enable a variety of activities for all age-groups and interests.

Ecology

The development will have a positive effect on biodiversity as a result of habitat creation within the wide range of green spaces that are provided across the development.