

PLANNING AND AFFORDABLE HOUSING STATEMENT

Phase 5 - The North Littlehampton Strategic
Development Area



Contents

1. EXECUTIVE SUMMARY.....	3
2. INTRODUCTION	3
3. THE SITE	4
4. THE PLANNING ASSESSMENT	5
5. CONCLUSION.....	13

1. EXECUTIVE SUMMARY

- 1.1 The 260 homes proposed at Hampton Park will consist of 2, 3 and 4 bed dwellings; tenure will be 80% market dwellings and 20% affordable dwellings. The site area is 6.39 ha and the density of development is 41 dwellings per hectare. The scheme accords with guidance within The Development Framework Document (2017), the Arun Design Guide and Living with Beauty (Building Better, Building Beautiful Commission, 2020). Housing mix and tenure have been pre-agreed with the LPA.
- 1.2 The specialist team advising on the site and development proposals:
- Persimmon Homes - Architecture
 - Mayer Brown Civil Engineering
 - ECOSA Ecology
 - Tetra Tech - Landscape
 - Barrell Arboriculture
 - Southern Energy
 - Tetra Tech – Noise Assessment
 - Persimmon Homes - Planning

2. INTRODUCTION

- 2.1 This Planning Statement accompanies the Reserved Matters application in relation to Persimmon Homes' land at North Littlehampton. The original Outline application was approved in 2013 under reference LU/47/11, and subsequently amended under a s73 application (LU/182/15/PL), which include a revised masterplan. The fifth phase of development is being brought forward via Approval reference LU/182/15/PL.
- 2.2 By way of clarification, the site is owned by Persimmon Homes and overall completion is anticipated within 36 months of planning permission being granted. Therefore, the site will make a meaningful contribution to the Council's 5-year land supply obligations.

- 2.3 The design parameters have been established through an extensive and forensic process, culminating in the North Littlehampton Development Framework Document (November 2017) and the approved masterplan therein. In addition, thorough consideration has been given to the Arun Design Guide and to the document Living with Beauty (Building Better, Building Beautiful Commission, 2020).
- 2.4 The scheme fully embraces the guiding principles of those linked documents and, of course, the planning policy framework. There are five detailed support documents attached to this detailed submission:
- i. Design and Access Statement
 - ii. Landscape Proposals
 - iii. Arboricultural Assessment
 - iv. Ecology Mitigation and Management Plan
 - v. Phase 5 Main Avenue Surface Water Drainage Strategy

3. THE SITE

- 3.1 This former brownfield site embraces some 6.39ha (nett), which is situated immediately east of the Central Wetland Area and extends eastwards toward Phase 6 and the playing fields. The site access will be taken via two crossing points, through the Central Wetland Area from the west.
- 3.2 To the north is the Black Ditch; to the east is the future Phase 6, and to the south is Phase 7 and the primary school, alongside the railway line. The attached masterplan, dated February 2020, shows the site's position within the overall scheme for the Strategic Development Area.
- 3.3 Contextually, the Central Wetland Area is the main area of open space and flood storage facility within the neighbourhood-wide development, and will comprise a large recessed/ low-lying area. It is set moderately below the level of housing, providing a woodland / parkland setting. This longitudinal open space also acts as a 'gateway' and visual link to the Black Ditch, which sits just beyond the northern boundary.

4. THE PLANNING ASSESSMENT

(a) The Policy Background

- 4.1 This Reserved Matters application is for 260 units and has been prepared following a regular pre-application dialogue, including meetings with Planning Officers and presentations to the North Littlehampton Steering Group (a forum set up to discuss and guide development proposals at North Littlehampton).
- 4.2 The application was preceded by a pre-application submission in February 2020 in which a scheme of 293 units was proposed. The LPA's pre-application response has been fully considered and the reduction in unit numbers has come about through incorporating an array of Policy and technical requirements, including the landscaping strategy, drainage features and cycle and pedestrian footpaths along the spine road.
- 4.3 Under policy D SP1 all (housing) development proposals are to make efficient use of land, in tandem with regard for local area characteristics. The grain of new housing is required to embody the elements of landscaping, good architectural finishing, and pay due regard to existing trees and natural features.
- 4.4 We note that layouts (under Policy D DM1) are to consider legibility, in terms of ease of navigation, and should incorporate focal points and active edges to neighbourhoods - through incorporation of landscaping and open space features.
- 4.5 The Phase 5 layout follows these objectives and the principles of the approved masterplan and Development Framework Document, which sets out clearly the position of buildings and their relationship to the green infrastructure and in particular the tree-lined spine road. In that sense, the layout is fully in accord with both the approved scheme and framework document; and subsequent amendments have been made to reflect improvements suggested in the pre-application consultations. In addition, thorough consideration has been given to the landscape and drainage parameters of the scheme from the outset.

(b) The Make-up and Structure of the Layout – A Landscape and Drainage-Led Approach

- 4.6 We are presenting a configuration in which the housing is divided into four quarters, via the green swales and the spine road, within an envelope of open space on the west and north flanks of the site. The upper-most edge of the northern quartiles, are defined by larger detached homes, similar to that approved on Phase 2, with views across the Black Ditch and countryside beyond. And this configuration is continued

along the western edge, with homes both framing and overlooking the Central Wetland Area.

- 4.7 Running parallel with the Central Wetland Area, on its eastern edge, is a line of predominantly detached homes, that are intentionally paired to provide rhythm and symmetry, with views across the open space. To reduce street-clutter, parking is generally placed to the side of properties - this arrangement mirrors the proposals on Phase 4, on the opposite "bank" of the Central Wetland Area, along its western edge, thus creating a clearly legible / defined edge to the landscape, on its margins.
- 4.8 The site is then divided into two halves by a broad linear green swale, which duals as a surface water drainage feature - giving biodiversity enhancement. And there is a similar green band of infrastructure on the eastern edge that will divide the new housing from the future Phase 6, which will run along the eastern perimeter of this phase. Crossing points for pedestrians and cyclists are proposed through these swales, to facilitate connectivity to other parts of the development. The Design and Access Statement shows clearly the scheme's user-permeability and connectivity.
- 4.9 From the northern and western edges of the site, the layout transitions into a traditional form: set around a clear road hierarchy. As noted earlier, tree planting is dominant along the spine road and, once established, will continue the green infrastructure through the development, where clusters of semi-detached and detached homes and apartments sit alongside. Parking is placed alongside or in discreet courtyards.
- 4.10 There is a central area of open space (to the overall scheme), concentrated around a LEAP, that will act as a focal space at the apex of the spine road, and will be framed by 3 storey homes.
- 4.11 Set within the parameters described in paragraph 3.7 (above) are four character-areas – each with a high standard of architectural emphasis and individuality - that define Phase 5:
 - The Central Wetland Character;
 - The Central Spaces Character;
 - The Green Edge Character;
 - The Spine Road Response Character
- 4.12 These character areas are defined within the approved Development Framework Document (2017). Each phase creates a natural transition from one character area to the next: thus, the contemporary character along the western edge of the Central

Welland Area and the spine road transitions to the traditional West Sussex vernacular in the green edges via the central spaces. And the green finger / swale running north-south on the eastern perimeter marks the transition to Phase 6 where a traditional vernacular is proposed.

The Central Wetland Area: A Contemporary Character

- 4.13 The western edge of Phase 5 has a contemporary stamp: with long modular glazing / larger window openings – resonant of Phase 4, with a simple / high quality palette of materials to continue the strong sense of 21st century domestic identity.
- 4.14 As with Phase 4, the apartment blocks – framing the entrance to the open space – will have contemporary notes in their façade design, with inset balconies punctuating the elevations and providing domestic amenity space. The relationship of homes / apartments has been carefully considered: the bulk and massing of the homes will blend with the massing and aesthetic of the apartments, ensuring a cohesive rhythm to the street scene, particularly along the Central Wetland Area.

The Spine Road Response: An Urban Character

- 4.15 The contemporary stamp continues along the spine, road which is framed by a more 'urban' street scene and higher density dwellings including 3 storey townhouses and contemporary clad apartment blocks, in contrast to the response along the Central Wetland Area, which is generally looser. The 3 storey town houses have projecting balconies to the frontage that overlook the spine road and the open space areas and this theme continues along the length of the principal road.

The Central Spaces: A Transitional Character

- 4.16 The Central Spaces Character Area provides the design transition from the contemporary architecture along the spine road and welland edge to the traditional parkland edge. This character comprises terrace and semi-detached buildings with traditional forms and elements.
- 4.17 In terms of road hierarchy, joining the spine road is a series of estate roads and private roads with an informal stamp, that provide access to individual homes, with parking generally placed to the side, or in discreet courtyards. The general form and aspiration for the 'central spaces' aims to allow for a higher density housing development within the main residential area. Hence, the use of terracing, incorporating a mix of smaller and medium sized accommodation will be appropriate, especially where they front on LAPs.

The Green Edges: A Traditional West Sussex Vernacular

- 4.18 On the outer periphery is the parkland edges, which incorporate more traditional elements of the West Sussex vernacular. The green edges sit alongside the swale features and the Black Ditch along the northern boundary. This character area has traditional notes in its architectural detailing (and for the most part a lower density), including flint and brick details such as banding, quoin details and chimneys, intended to create an informal and rural feel to these edges
- 4.19 More generally, the built form in each character area is punctuated by focal buildings, particularly corner dwellings, embodying detailed elevations on both public facing facades, special fenestration and detailing. Whilst the ends of streets will be framed by the switch in vernacular to key buildings to control vistas to the countryside beyond.
- 4.20 The shaping of the 260 dwellings into four sub areas, via... the east to west spine road... the north to south green swales... and the enclosing effect of the "green periphery" will give a discernible sense of neighbourhood-scale and place to the scheme. The sense of place-legibility is governed by the clear character areas their innate/ different architectural elements. This is clearly set out in the Design and Access Statement.

(c) Formal Open Space and Landscape Strategy

- 4.21 Within three of the quartile's on Phase 5 is a LAP, Local Area of Play, providing younger children with close opportunities for informal play, while the Central Wetland Area, provides a safe / overlooked area for children to explore and to travel more broadly. More formal play facilities are provided on a future phase, on the eastern boundary. A centrally positioned LEAP (for the overall scheme) provides a focal feature to Phase 5.
- 4.22 Beyond the southern edge of Phase 5, the main spine road also has an informal character, where it connects into the rural setting of Toddington Lane and the community hub. This "informal stamp" is continued in the design and landscape proposals for the Community Hub / Central Wetland Area and via the tree-lined spine road.
- 4.23 Overall, Phase 5 emphasises green space permeability/ linkages: the Central Wetland Area, on the immediate west provides an open and verdant context; while the northern boundary fronts the Black Ditch, with wide-ranging views across the countryside beyond... and a glimpsed vista toward Arundel castle. And permeating the scheme are longitudinal fingers of landscaping in the form of planted swales, and tree-lined roads.

- 4.24 Given this distinct green emphasis, and its positive impact on structure, the proposals are in accord with Policy HWB SP1 (Health and Well-being) and Policy GI SP1 (Green Infrastructure and development) and Policy D SP1 (Design).

(d) Road Hierarchy: The Fundamental Role of the Central Spine Road

- 4.25 Access to the development parcels will be taken from the proposed new spine road, which will feed the minor access roads and private drives, from the west of the overall site. As can be seen from the proposed layout, a change in surface material to block paving and varying road widths, help to define the road hierarchy, give spatial legibility, and delineate sub areas – thereby, giving a greater sense of place.
- 4.26 The main spine road is 6.2 metre carriageway width, with a 2 m footpath on one side and a 3-metre-wide cycle path on the other, together with a broad green apron for tree planting along its length; and frontage gardens continue the green framing along the main thoroughfare. There are two pinch points proposed along the road, incorporated to control traffic speeds.
- 4.27 As mentioned previously, access will be taken from the proposed new spine road, which will feed the minor access road and private drives, from the west of the overall site. As can be seen from the masterplan, a change in surface material to block paving and varying road widths, help to define the road hierarchy, give spatial legibility, and delineate sub areas, giving a greater sense of sub-neighbourhood place.

(e) Housing mix

- 4.28 The 260 dwellings within Phase 5 equate to a development density of 41dph. Within this assembly of new homes, the housing mix will be as follows:

Private Tenure

- 6 x 1 bed houses
- 30 x 2 bed houses
- 113 x 3 bed houses
- 25 x 4 bed houses
- 34 x 2 bed flats

Total: 208 Units

Affordable Housing

Rent

- 16 x 2 bed houses
- 11 x 3 bed houses
- 2 x 4 bed houses

Shared Ownership

- 5 x 3 bed houses
- 18 x 2 bed flats

Total: 52 Units

4.29 The proposed development will deliver well over two thirds of Phase Five as 2- and 3-bedroom units (which equates to 89.6% of the total number of units). This is consistent with the objectives of the SHMA, through incorporating a selection of family houses predominantly focused on 2 and 3-bedroom properties.

4.30 In addition, each of the units will comply with Nationally Described Space Standards (NDSS); thus, the proposals accord with Policy DDM1. And four of the units are wheel chair-compliant, in accordance with the requirement in the s106 Agreement (January 2013) to provide 12 wheelchair compliant units across the overall scheme.

(f) Drainage and Flood Risk

4.31 First and foremost, and in accordance with the Arun Design Guide, the drainage strategy is a corner-stone of these proposals. The drainage strategy has been developed as part of the wider scheme and approved as part of the Outline Planning permission: the drainage parameters for surface water were established in this consent. Overall, the layout combines sustainable drainage systems, SUDs, in accordance with Policy W DM3 (Sustainable Urban Drainage Systems), and appropriate attenuation.

4.32 Principally, the scheme will use the green swales running in a north-south alignment to collect and store surface water before discharging into the Central Wetland Area.

- 4.33 Foul sewage, will be pumped through the existing network in Phase 2 and 4, and will join the new Southern Water rising main, that is now operational and subject to the s104 Agreement.
- 4.34 The finished floor levels for plots on both sides of the longitudinal open space will be set a minimum of 500mm above the Central Wetland Area to safeguard homes against a (modelled) worse-case flood event, and this slightly elevated position helps frame the open space, providing a clearly legible / defined edge to the landscape.

(g) Energy and Electric Vehicle Charging Points

- 4.35 In accordance with Condition 31 of LU/47/11 ("10% of the energy supply of the development shall be secured from decentralised or renewable or low carbon energy sources") the proposal here is for a fabric-first solution, relying on solar panels on roofing to achieve this target. Therefore, 10% of the new households energy requirement, will be generated from carbon reduction as well as incorporating the rigorous up-to-date building regulations, ensuring homes are energy efficient (Policy ECC SP2).
- 4.36 This phase also incorporates electric vehicle charging points, in accordance with the Council's SPD, dated January 2020. For the proposed development, some 157 active EV charging points are dedicated for each unit with a driveway and garage plus 52 active allocated EV charging points for 20% of all other locations ie. on-street and visitor parking spaces. A total of 209 EV charging points are proposed overall.

(h) Trees

- 4.37 The proposals align with Policy ENV DM4 by providing the necessary arboricultural assessment with the application. There are no notable trees on the Phase 5 land, but there will be some minor tree and hedge removal to accommodate development. This is because the majority of important trees are located in the Central Wetland Area, that will be retained as part of the woodland character proposed.

(i) Ecology

- 4.38 The ECOSA report dated June 2021 provides a summary of the ecological mitigation and management proposals for the site. The management covers a period of 10 years from the commencement on site.

- 4.39 The site was previously dominated by horticultural uses and broad areas of hard standing, which have been removed - consequently there is very little by way of ecology on this part of the site. Nevertheless, detailed ecological surveys have been carried out over several years to determine whether any notable or protected species are present on the land. These include a bat activity survey, reptile survey, water vole survey, badger survey and bird survey.
- 4.40 There was no evidence of water voles, reptiles and badgers recorded during the survey work and the opportunity for creating wildlife habitat in this area are included in the proposals for the Central Welland Area and are set out in the Ecology Mitigation and Management Plan for that area. An application will shortly be submitted for the Central Welland Area which include wildlife tunnels, log piles for invertebrates and biodiversity enhancement.
- 4.41 The objective of the Ecological Mitigation and Management Plan is to retain and enhance the long-term ecological value of the site. These will be achieved through the following measures:
- Creation of new, native species-rich and wildlife friendly habitats to enhance biodiversity at the site; and
 - Establishment of long-term management prescriptions for new and retained habitats to ensure the habitat diversity and suitability for wildlife is maintained.

(j) Parking

- 4.42 The parking standards in this development comply with the obligations set out in the ADC Parking Standards Supplementary Planning Guidance. Overall, the scheme provides for 547 allocated spaces, 52 visitor spaces, 26 unallocated motorcycle parking spaces and 33 visitor parking spaces. Specifically there are 2 car parking spaces for each 2 bedroom and 3-bedroom unit and 3 car parking spaces for each 4-bedroom dwelling.

(k) The Development Framework Document (2017)

- 4.43 We should reiterate that the proposals have been aligned with the Council's key guiding documents: (i) the Development Framework Document and (ii) the Arun Design Guide. The layout has fully embraced the principles in the Development Framework Document alongside the more recent guidance in the Arun Design Guide. Moreover, it draws upon guidance set out in Living With Beauty (Building Better, Building Beautiful Commission, 2020).

4.44 That means two corner-stones. First the division of the site into the character areas described earlier. And the second objective, permeability and connectivity, are incorporated as key parts of the Phase 5 proposals, with the necessary cycle and pedestrian links shown in the accompanying plans. Hence, there are linkages through the scheme and across the swale features to create key desire lines that connect not only to the earlier Phases and the Central Wetland Area but also to the existing footpath network.

(l) Affordable Housing

4.45 Policy H DM1 of the Arun District Local Plan requires a mix of dwelling types and sizes, and to include affordable housing – which, in turn, is enshrined in Policy AH SP2 – whereby 30% provision is required; thereafter, the normal split being 75% rental units and 25% affordable dwellings. However, the approved scheme departs from this standard by providing 20% affordable housing split as follows: 50% rental units and 50% shared ownership dwellings. This is as per the s106 Agreement and the affordable housing mix has been expressly agreed with the Local Planning Authority during pre-application discussions.

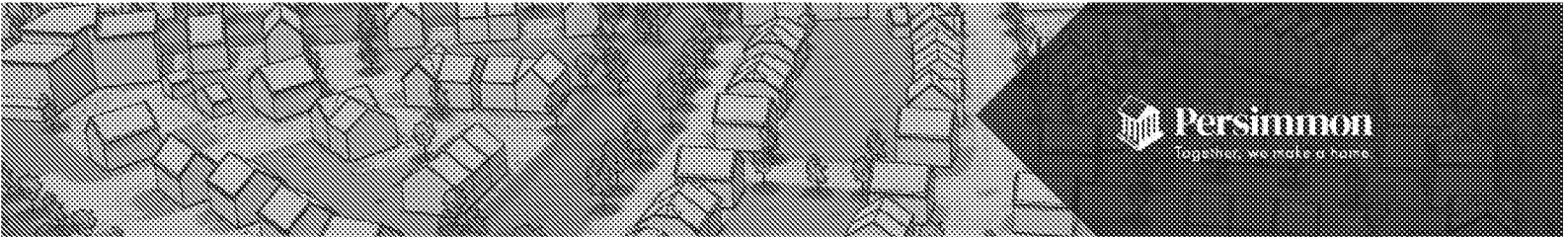
(m) The Primary School – A Timing Delivery Imperative

4.46 The implementation of Phase 5 will enable the delivery of a key part of the community infrastructure: the new primary school. Following discussions with the Department of Education and West Sussex County Council, the intention is to open the school in September 2023. This date is wholly reliant on an expedited consent being granted by ADC for Phase 5 to enable the spine to be constructed along the frontage of the school land (by the end of 2021); hence the necessity to secure planning permission within 15 weeks of the submission of the application.

5. CONCLUSION

5.1 The 260 dwellings-proposals, described here, runs forward from the Outline Planning Permission for up to 1,260 homes in North Littlehampton. Fundamentally, the scheme follows the principles of the approved masterplan in the North Littlehampton Strategic Development Framework Document and it embodies the principles in the Arun Design Guide.

- 5.2 Taking these cues results in a weave of informal housing layouts, set up as distinct character areas, multi-faceted landscaping and strong green linkages that dual as attractive drainage features, transitioning into the countryside beyond the site's perimeter.
- 5.3 There is continuity here – in that the proposals are a continuation of Phase 4, and the accepted development design ethos: hence, use of contemporary elements and materials in the external elevations along the spine road and the Central Wetland Area edge, thereby, giving a strong sense of identity, and the necessary (across-the-site spatial) gradation in structure and form to fit this phase of the scheme within both its local context and that for Hampton Park. The scheme then transitions to a more traditional vernacular on the outer edges creating visually interesting contrasts to the contemporary architecture.
- 5.4 First and foremost, the proposed layout can be weaved comfortably into the site's locational setting and physical attributes. The Phase 5 layout is a continuum of the neighbourhood structural pattern from the western phases to the east of the wetlands - with a good balance between green space and built development. This site has the great advantage of having a green setting, via strong existing green boundaries to the west and north.
- 5.5 For its part, the Central Wetland Area provides the main area of open space / green infrastructure / ecological mitigation for Phase 5 and, in effect, that will be extended by the Black Ditch to the north, where there will be wide ranging views available across the countryside.
- 5.6 In conclusion, Phase 5 combines local authority guidance, the green opportunities available for a resident-friendly environment and the need to create clusters of individual neighbourhood character; and, also, to pick-up on the design facets of earlier phases in the Strategic Area.
- 5.7 In view of the foregoing explanation, Persimmon Homes commend these development proposals as an appropriate response to the site, its setting, and the fulfilment of Local Plan requirements and policies. Moreover, the present ADC-wide deficit in 5-year land supply is a compelling factor, for early implementation – as is the necessity to provide the new primary school, which is required for term-start in September 2023.
- 5.8 Finally, this submission has been preceded by a detailed consultation over an 18-month period with Officers and members of the North Littlehampton Steering Group to ensure every component in the design is acceptable prior to this formal application: the proposals have been developed in full partnership with the Local Planning Authority.



Persimmon Homes.
June, 2021.