

Design and Access Statement

Phase 6a, Hampton Park,
Littlehampton

November 2025

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Chapter 1

Introduction

Purpose of the Document

This Design and Access Statement (DAS) accompanies the submission of the Reserved Matters application (RMA) for Phase 6a of the strategic development area known as Hampton Park.

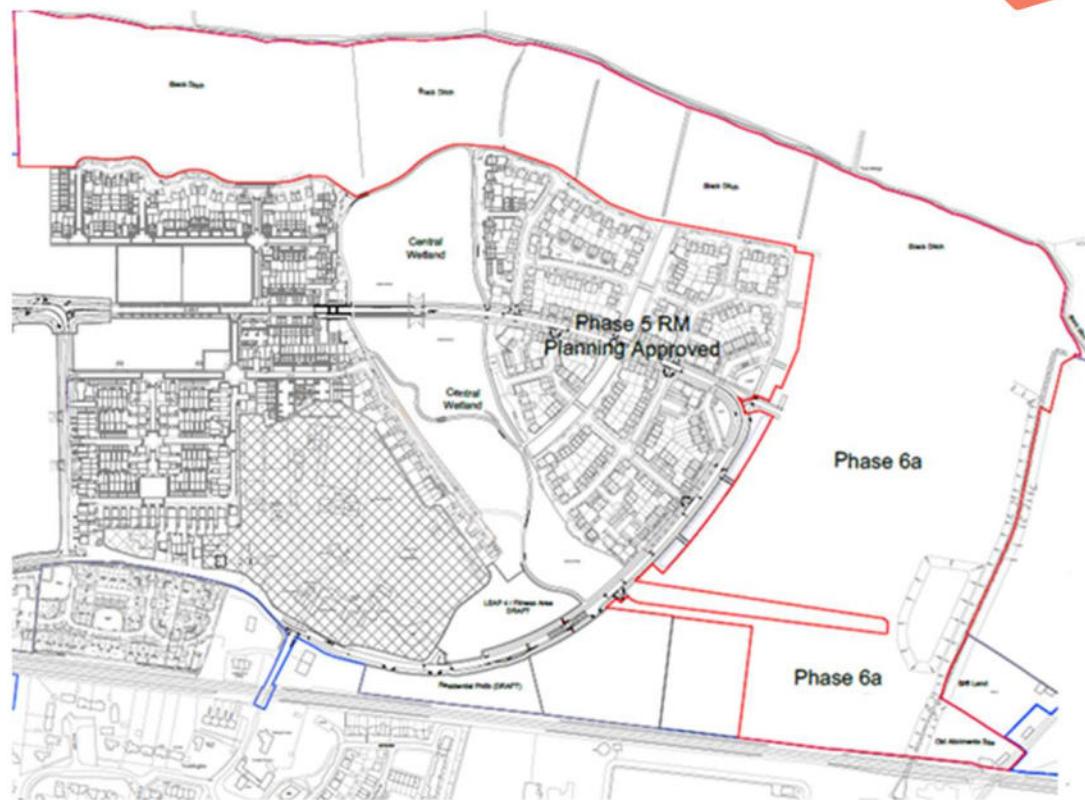
Hampton Park has outline consent for up to 1260 new homes, plus associated infrastructure, including public open space, children's play area, sports provisions, a community use, retail and commercial uses and land for a school. The approved masterplan and the Development Framework Document (dated 2017) set out the guiding principles for the overall strategic development.

This RMA seeks consent for:

- 288 residential dwellings on Parcels E3, E4, E5, E6 and F2
- Children's play spaces in the form of 4 LAPS
- SUDs features
- Public access to northern extent of the Black Ditch open space (comprising 32.79ha)

The design parameters have been established through an extensive and forensic process, undertaken by the technical team appointed to prepare this application. The key document being the Development Framework Document (dated November 2017) and the approved master plan and parameters therein. The scheme accords with guidance within this document, the Aun Design Code and National Design Guidance.

This document sets out the design rationale in relation to both the layout and architectural appearance for each component. In addition, it sets out the key principles of the landscape, parking and movement strategies.



Overview of the Proposals

This RMA seeks to deliver:

- 288 residential dwellings on Parcels E3, E4, E5, E6 and F2.
- Children's play spaces in the form of 4 LAPs.
- SUDs features
- Public access to the northern extent of the Black Ditch open space

The overall scheme will consist of 1, 2, 3 and 4 bed dwellings; tenure will be 80% market housing and 20% affordable housing.

It is important to Persimmon that we provide our customers with good quality homes that are part of a sustainable and inclusive community. Our primary aim is to provide new neighbourhoods in areas where people wish to live and work.

We aim to achieve site designs that will provide the appropriate balance of homes and open space and the right mix of house types. We seek to enhance biodiversity where possible.

Key design considerations for Phase 6a have been:

- i. Placement of larger detached dwellings in the Green Edges character area.
- ii. Building Heights predominantly 2 storey with to a limited number of 2½ storey units.
- iii. Ensuring pedestrian / cycle connectivity through the site and to the countryside beyond.
- iv. More frontage landscaping, to break up parking areas and the estate roads.
- v. To create strong visual lines and focal points at junctions and access routes which orientates the public through the site.
- vi. Local guidance on highway design and accessibility fully embraced.

The central design ethos for Phase 6a is to provide a seamless natural transition from Phase 5, creating a legible sense of place and facilitating pedestrian and cycle permeability while achieving the aspirations of the two-character areas which the development area encompasses.

The Phase 6a layout follows the objectives and principles of the approved masterplan and Development Framework Document, which sets out clearly the position of buildings and their relationship to the surrounding green infrastructure. In that sense, the layout is fully in accordance with both the approved scheme and framework document. In addition, thorough consideration has been given to the landscape and drainage parameters of the scheme from the outset.



Introduction to Persimmon

Who we are

Persimmon are one of the UK's leading house builders, supplying thousands of jobs, building high quality homes and achieving 5* from our satisfied customers. As a whole this leads to the sustainable development of communities where we invest in good causes and provide the essential infrastructure to positively transform the daily lives of new and existing residents. This is all part of our Persimmon Way excellence programme as we strive to deliver Places where people want to live.

What we are aiming for

1) Quality

Our vision is to be Britain's leading homebuilder with quality and customer service at its heart, building the best value homes on the market in safe and inclusive communities.

2) Sustainability

We aim to mitigate climate change through the provision of energy efficient, low carbon homes. In line with building regulations guidance, in time, dwellings will aim to meet the requirements of the full Future Homes standard, delivering a 75% reduction in carbon emissions beyond Part L of the 2013 building regulations. This will be achieved through fabric efficiency measures, reduced air leakage, maximised passive solar gains, the use of solar PV, and air source heat pumps

3) Placemaking

We aim to design sustainable schemes through matching the aspirations of the Government's National Design Guide, taking you on the placemaking journey with us, leaving a legacy that we and our customers are proud to be a part of.

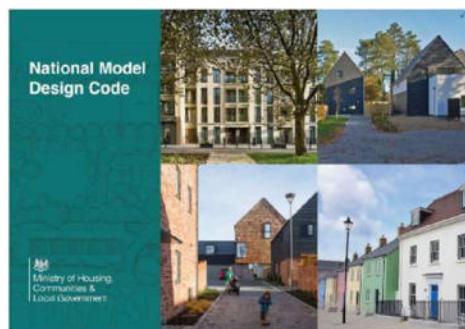
National Design Requirements

The National Model Design Code

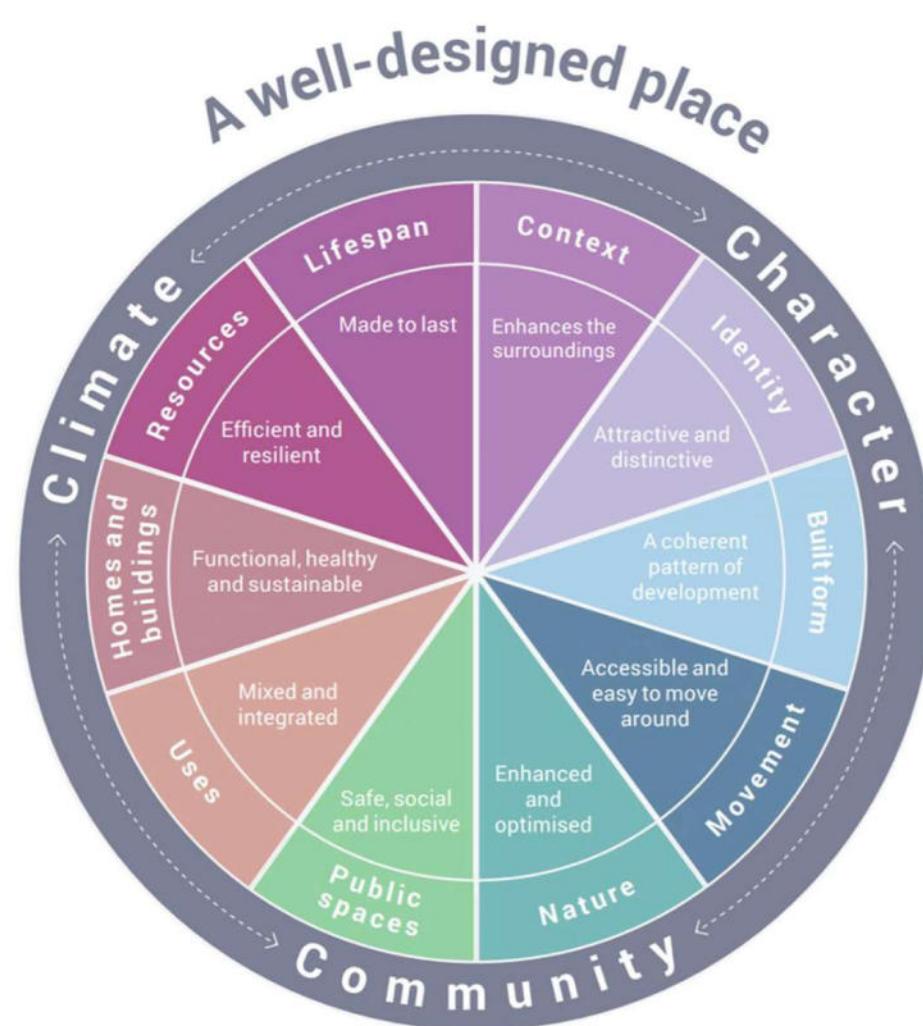
Design has become a central focus to national planning policy with a desire to create high quality, beautiful and sustainable buildings and places. The latest version of the National Planning Policy Framework (NPPF) recommends the use of the National Model Design Code and National Design Guide for LPAs when assessing applications. These documents provide guidance on the design of sites as is set out in the 10 characteristics of a well-designed place. This forms the basis of our Persimmon Pledges in which we demonstrate our compliance to national policy and our commitment to high quality design. Persimmon's dedication to Placemaking cuts across all parts of the business.

Paragraph 131 of the NPPF states that "the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

The definition of Fundamental is "forming a necessary base or core; of central importance". This DAS is our practical application of national policy at Hampton Park .



The National Model Design Code sets out '10 Characteristics of a Well-Designed Place'.



Our Placemaking Pledges - The 10 Characteristics of a Well Designed Place



Use

Sustainable places include a mix of uses that support everyday activities, including to live, work and play. Well designed places have a mix of uses including local services and facilities and integrated mix of housing tenures and types to suit people at all stages of life.

Our Pledge

We will seek to support a sustainable mix of uses relevant and proportionate to the site's context, including a suitable mix of housing which also incorporates affordable housing in accordance with our s106 obligations. Hampton Park is also located with good access to existing local services and facilities, and the Phase 6a proposals will bring forward public open space and children's play areas.

Homes & Buildings

Well-designed homes and buildings are functional, accessible and sustainable. They provide attractive environments that support the health and wellbeing of their users. They meet a diverse range of needs, are adequate in size, fit for purpose and adaptable. They relate positively to the spaces around them and allow for easy operation and servicing.

Our Pledge

We will provide attractive, high-quality homes alongside suitable amenity spaces to enable a sustainable development that supports the lifestyles of our customers, enables adaptation and promotes health and well-being. At Hampton Park public open space and play areas will help to achieve the desire of creating an attractive environment.

Resources

Well-designed places and buildings conserve natural resources including buildings, land, water, energy and materials. A compact and walkable neighbourhood with a mix of uses and facilities reduces demand for energy and supports health and wellbeing.

Our Pledge

We will ensure sustainability sits at the heart of our placemaking including promoting sustainable modes of travel and walkable neighbourhoods as well as delivering our pathway to net zero via the energy performance of our homes.

Lifespan

Well-designed places sustain their beauty over the long term. They add to the quality of life of their users, and as a result, people are more likely to care for them over their lifespan. Places designed for long-term stewardship are robust and easy to look after, enable their users to establish a sense of ownership, adapt to changing needs and are well maintained.

Our Pledge

We will design places with legacy and long-term stewardship firmly in mind including future management and maintenance arrangements for our customers.

Our Placemaking Pledges - The 10 Characteristics of a Well Designed Place continued



Context

Sustainable places support everyday activities enabling people to live, work and play in an attractive environment. Well designed places have a mix of uses including local services and facilities and integrated mix of housing tenures and types to suit people at all stages of life.

Our Pledge

We will seek to support a sustainable mix of uses relevant and proportionate to the site's context. In this instance a suitable mix of housing, including affordable, which accords with our s106 requirements is provided for. The site is also a sustainable location, which has good access to local services and facilities as well as providing space for formal and informal everyday recreational activities.



Identity

Well-designed homes and buildings are functional, accessible and sustainable. They provide attractive environments that support the health and wellbeing of their users. They meet a diverse range of needs, are adequate in size, fit for purpose and adaptable. They relate positively to the spaces around them and allow for easy operation and servicing.

Our Pledge

We will provide attractive, high-quality homes alongside suitable amenity spaces to enable a sustainable development that supports the lifestyles of our customers, enables adaptation and promotes health and well-being.



Built Form

Well-designed places and buildings conserve natural resources including buildings, land, water, energy and materials. A compact and walkable neighbourhood with a mix of uses and facilities reduces demand for energy and supports health and wellbeing.

Our Pledge

We will ensure sustainability sits at the heart of our placemaking including promoting sustainable modes of travel and walkable neighbourhoods as well as delivering our pathway to net zero via the energy performance of our homes. All dwellings on Phase 6a will be provided with an EVCP and will be designed with a fabric first approach to ensure energy efficiency. In addition, all houses will be provided with ASHP and all apartments internal heat cylinders and PV.



Movement

Well-designed places sustain their beauty over the long term. They add to the quality of life of their users, and as a result, people are more likely to care for them over their lifespan. Places designed for long-term stewardship are robust and easy to look after, enable their users to establish a sense of ownership, adapt to changing needs and are well maintained.

Our Pledge

We will design places that are easy to access and navigate to ensure all members of the new communities can benefit from the public open spaces and local services provided. This will help to foster the establishment of a sense of community and belonging.

Our Placemaking Pledges - The 10 Characteristics of a Well Designed Place continued



Nature

Sustainable places include a mix of uses that support everyday activities, including to live, work and play. Well designed places have a mix of uses including local services and facilities and integrated mix of housing tenures and types to suit people at all stages of life.

Our Pledge

We will seek to support a sustainable mix of uses relevant and proportionate to the site's context, including a suitable mix of housing which also incorporates affordable housing where required. We will plan for sustainable places which have good access to local services and facilities. Phase 6a at Hampton Park also provides for accessible public open space and play areas.

Public Spaces

Well-designed homes and buildings are functional, accessible and sustainable. They provide attractive environments that support the health and wellbeing of their users. They meet a diverse range of needs, are adequate in size, fit for purpose and adaptable. They relate positively to the spaces around them and allow for easy operation and servicing.

Our Pledge

We will provide attractive, high-quality homes alongside suitable private and public amenity spaces to enable a sustainable development that supports the lifestyles of our customers, enables adaptation and promotes health and well-being.

National Design Requirements

Building for a Healthy Life

BHL is design guidance produced by Design For Homes. Whilst not explicitly national government guidance, it is specifically referred to in National Planning Policy Framework. NPPF para 138 states:

"Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development... For assessing proposals there is a range of tools ...and assessment frameworks such as Building for a Healthy Life."

Building for a Healthy Life sets out 12 considerations for assessing 'successful places':

14 INTEGRATED NEIGHBOURHOODS	38 DISTINCTIVE PLACES	62 STREETS FOR ALL
Natural connections	Making the most of what's there	Healthy streets
Walking, cycling and public transport	A memorable character	Cycle and car parking
Facilities and services	Well defined streets and spaces	Green and blue infrastructure
Homes for everyone	Easy to find your way around	Back of pavement, front of home

BHL is foremost a design process structure, not a scoring system. For this reason, it lists and illustrates examples of good practice highlighted by a green light. Poor practice is highlighted with a red light. Where an element of design is considered to fall between a green and a red traffic light, an amber light can be assigned to a particular consideration. An amber light does not mean that the design scores 'half a point'. Instead, it cautions that an aspect of a scheme is not fully resolved. In many cases it is possible to rethink and redesign an aspect of a scheme to achieve a better outcome.



Building for a Healthy Life
A Design Toolkit for neighbourhoods, streets, homes and public spaces

Building for a Healthy Life is the latest edition of and new name for Building for Life 12. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of Building for a Healthy Life. Building for a Healthy Life is about how to assemble neighbourhoods and new settlements by thinking about and applying 12 key considerations. Designed to frame discussions between local authorities, developers, local communities and other stakeholders Building for a Healthy Life will help you to create better places for people and nature.

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National Design Requirements

BHL - 12 Considerations for Assessing 'Successful Places'

Persimmon seeks to embrace all 12 considerations and ensures that they are the building blocks of all our schemes. In this regard Hampton Park is no different. We have sought to ensure that the proposed layout for Phase 6a accords with the considerations that are relevant to this reserve matters application, having regard to the principles and uses approved with the outline consent, to ensure good practice and a 'green light' is achieved. These are all fundamental elements of comprehensive master planning.



Natural Connections

Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

What 'green' looks like at Phase 6a:

- Edge to edge connectivity.
- Development responds to key desire lines.
- Connected street patterns (for both pedestrians and cyclists).
- Permeability to surrounding green spaces.
- Connecting existing and new habitats.
- Road and drainage adoptions to site boundaries.

Facilities & Services

Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.

What 'green' looks like at Phase 6a:

- Considered locations for non-residential uses (in this instance open space and children's play areas).
- Active frontages.
- Mixing uses vertically.
- Creating publicly accessible spaces at a human scale (e.g. the LAPS, POS and Swales).
- Providing access to wider open countryside.

Walking, Cycling & Public Transport

Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place,

helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

What 'green' looks like at Phase 6a:

- Shared street spaces.
- Cycle friendly streets.
- Short and direct walking and cycling routes.
- Tight corner radii.

BHL - 12 Considerations for Assessing 'Successful Places' - continued...



Homes For Everyone

A range of homes that meet local community needs.

What 'green' looks like at Phase 6a:

- Designing homes and streets that are tenure blind.
- A range of housing typologies to create a broad-based community.
- Homes with the flexibility to meet changing needs (NDSS and M43 policy compliance as required by policy and the outline s106).
- Affordable homes distributed across development.

Making the Most of What's There

Understand and respond.

What 'green' looks like at Phase 6a:

- Understanding how existing distinctive characteristics can be incorporated.
- Characteristics to reflect local character – predominately 2-storey dwellings that are either small terraces or semi-detached dwellings with a limited number of detached dwellings, largely with off street parking arrangements.
- Where frontage parking is provided this is clustered in groups of a maximum of 4 spaces with tree planting and landscaping providing a visual break.
- Protecting / enhancing / creating habitats.

Well Defined Streets & Spaces

Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

What 'green' looks like at Phase 6a:

- Streets with active frontages.
- Well defined streets and spaces.
- Cohesive building compositions and lines.
- Front doors that face the street / public spaces.
- Dual aspect homes on corners.
- Perimeter blocks.
- Well resolved internal vistas.

BHL - 12 Considerations for Assessing 'Successful Places' - continued...



A Memorable Character

Create places that are memorable.

What 'green' looks like at Phase 6a:

- Drawing inspiration from local architecture / landscape character in terms of style of dwellings and use of materials.
- Having regard to the character areas established by the outline consent.
- Structural landscaping around the periphery of the residential development area to create memorable character.
- Creating focal spaces and building groupings.

Easy to Find Your Way Around

Use legible features to help people find their way around a place.

What 'green' looks like at Phase 6a:

- Design for legibility.
- Streets as the main way for people to find their way around a place.
- Navigable features with legible elements / focal spaces.
- Frame views of features on or off site.
- Simple street patterns of formal or relaxed grids.

Healthy Streets

Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.

What 'green' looks like at Phase 6a:

- Streets for people.
- Tree lined streets.
- 4 LAPs and other POS areas.
- Pavements and cycleways that continue across side streets and follow desire lines.
- Landscape layers that add richness.

BHL - 12 Considerations for Assessing 'Successful Places' - continued...



Green & Blue Infrastructure

Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature.

What 'green' looks like at Phase 6a:

- Biodiversity gain across the development site.
- Movement and feeding corridors for wildlife around the periphery of the site.
- Identification of a wide range of space types.
- Creating a habitat network.
- A connected and accessible network of open spaces.
- Species rich grassland areas in the new open spaces.
- Well considered management arrangements.



Cycle & Car Parking

Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.

What 'green' looks like at Phase 6a:

- At least storage for one cycle per dwelling.
- Landscaping to help settle parked cars in the street.
- Green relief in areas of frontage parking.
- A range of parking solutions appropriate to the site and character area.
- Appropriately designed and overlooked parking courtyards.
- EV provision for every dwelling.



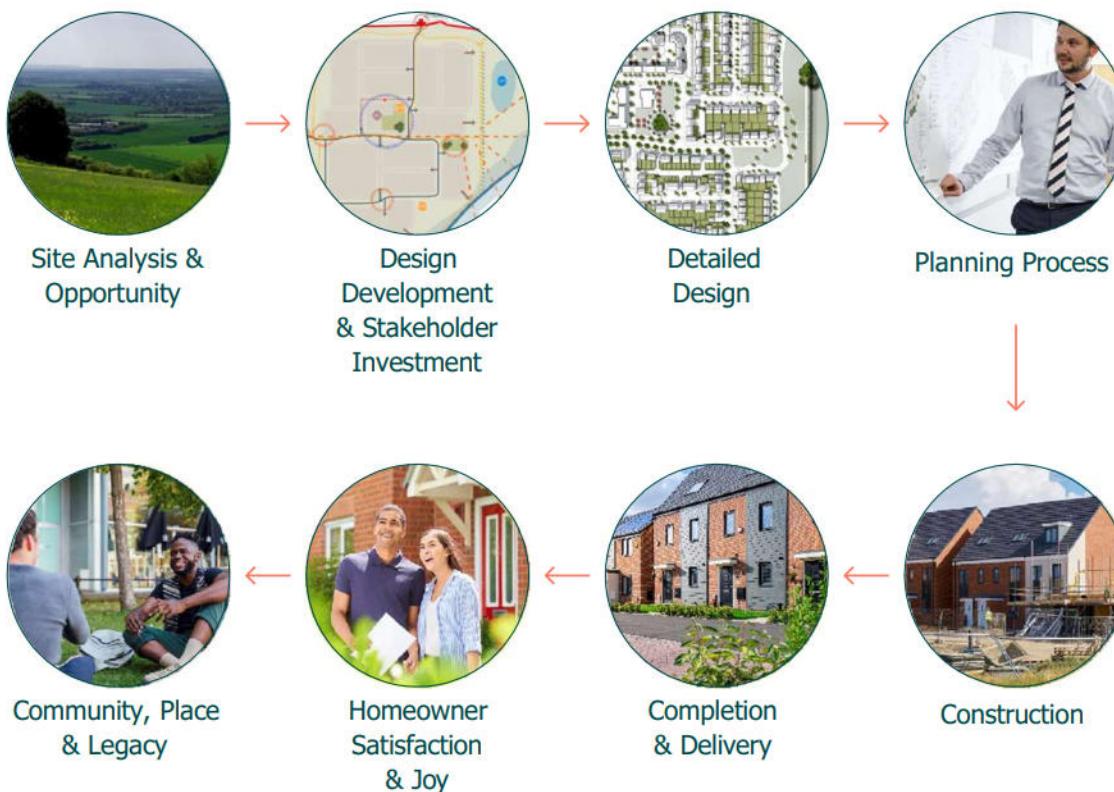
Back of Pavement, Front of Home

The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

What 'green' looks like at Phase 6a:

- Defensible space and strong boundary treatments.
- Boundary treatments that add ecological value and reinforce distinctive local characteristics.
- Well-integrated waste storage and utilities with direct access from the street for terraced properties.
- Front garden areas that create opportunities for personalisation and interaction.
- No left-over spaces with no public or private function.

The Placemaking Journey



The Journey

As required in by the NPPF and highlighted in the national design requirements, scheme proposals are required to be comprehensively master planned.

The achievement of a comprehensive design outcome is a responsibility that cuts across various design professionals and has therefore been a key concern for the Design Team in the production of the detailed design proposals for our Hampton Park development and this RMA.

A key focus was the outline consent, and the Development Framework Document that was approved as part of it. Persimmon Homes has sought to ensure compliance with the key principles and aspirations of the outline consent, while also seeking to meet with the aspirations of stakeholders who have an active interest in the delivery of Hampton Park.

We have also sought to incorporate the 'lessons that have been learnt' with previous RMA submissions and approvals, to ensure continuity.

As part of the preparation of this RMA, Persimmon Homes has engaged in a long-standing dialogue with Arun District Council along with other stakeholders such as the Town Council and the North Littlehampton Steering Group. All comments raised and guidance received has been incorporated into the formal submission.

Finally, consideration has been had to the National Design Requirements explored in this chapter.

Chapter 2

The Baseline

Responding to Site Context

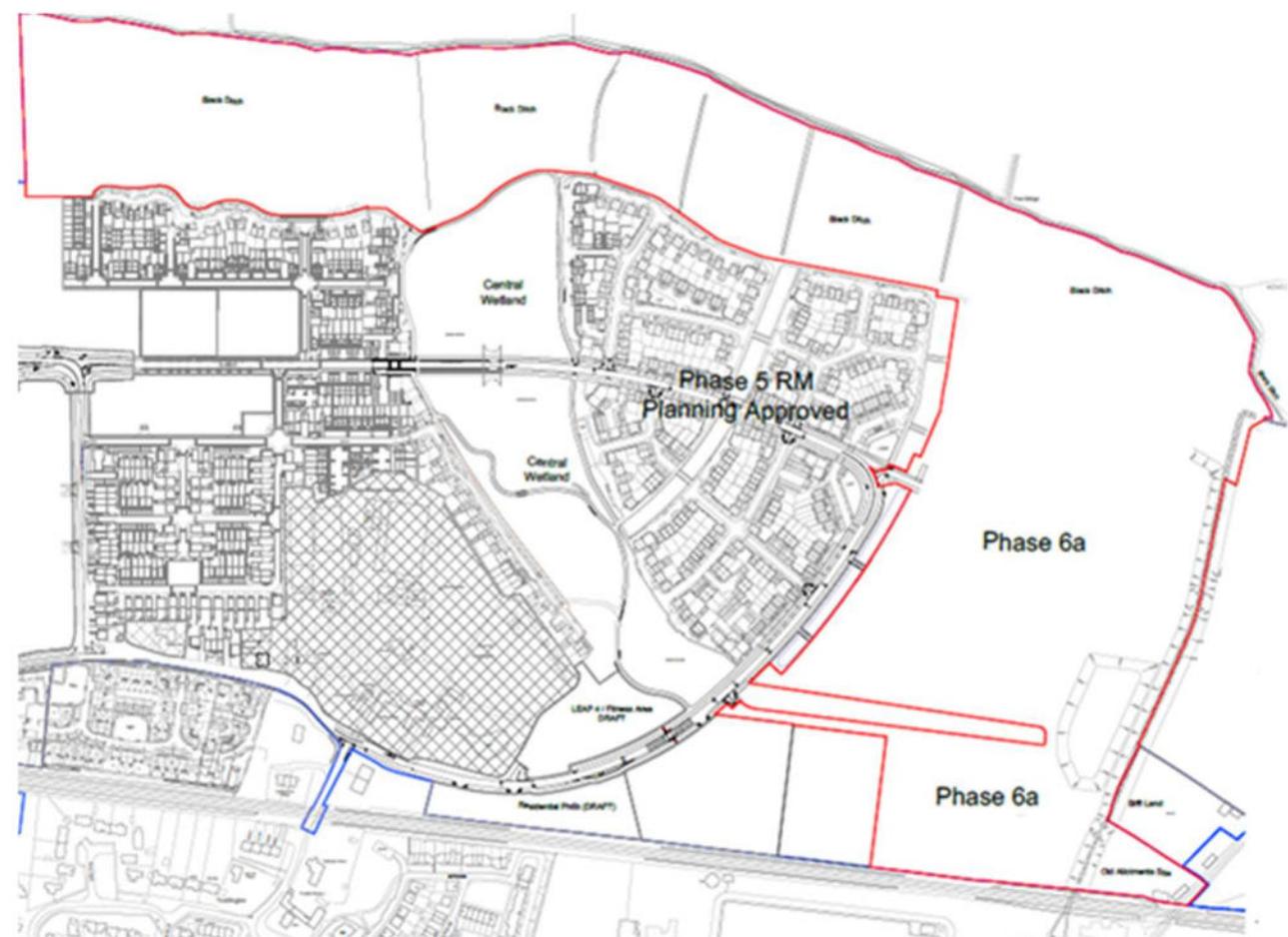
Site Location

Our Hampton Park development site is located within the District, to the south of Lymminster and north of Wick in Littlehampton.

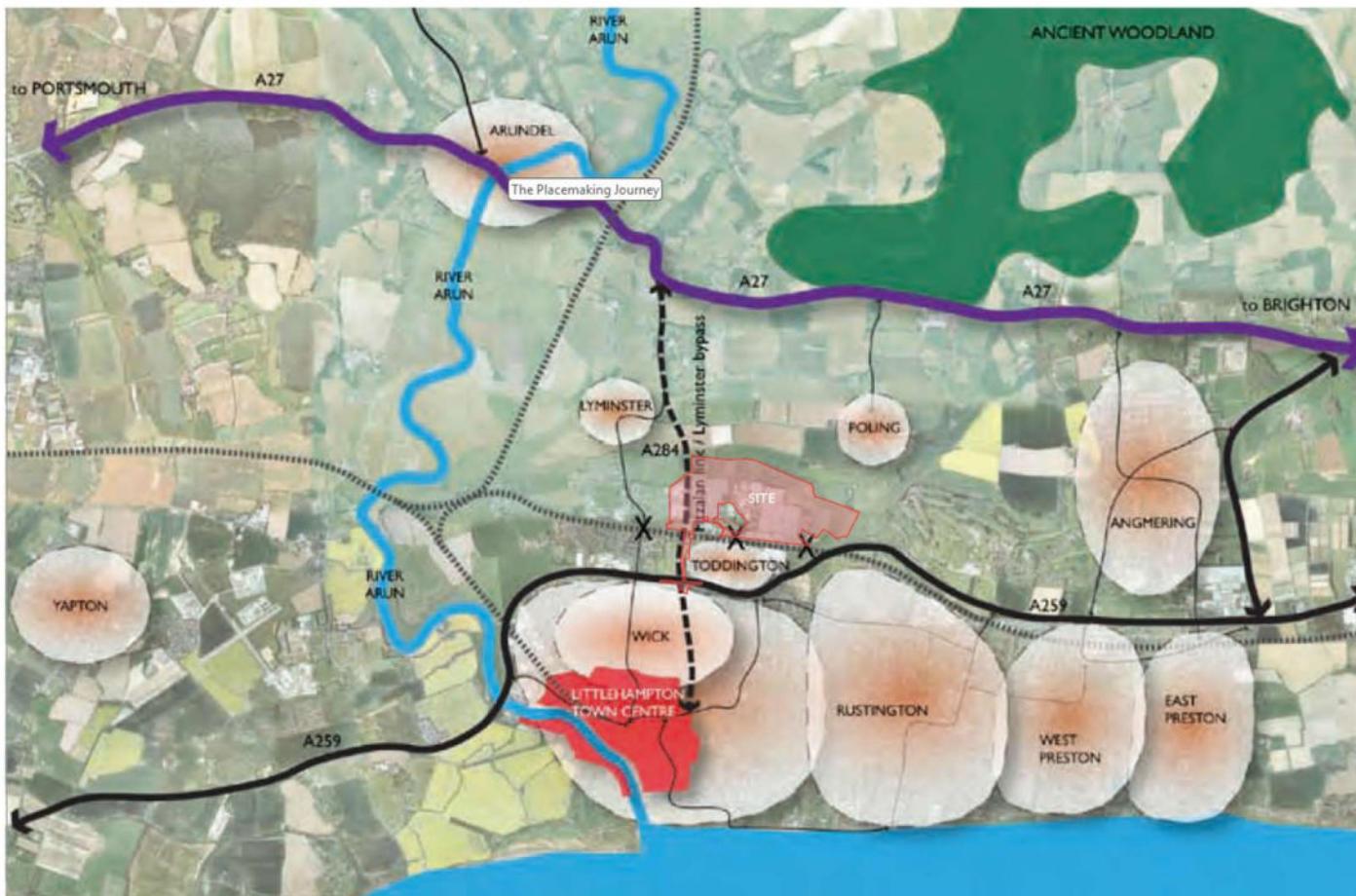
Phase 6a is situated immediately east of phase 5 and extends eastwards towards the playing fields and northern allotment land parcels. The site access will be taken via two spurs off the main avenue, one to the north and will serve parcels E3, E4, E5, E6 and the Playing Fields and the second is to the south and will provide access to parcel F2 – these will link together proving a loop through the residential development area.

To the north and east is open space and the Black Ditch; to the south is the railway line and to the west is the primary school land and previous phases of development.

Phase 6a will complete the main residential element of the North Little Hampton Strategic Allocation and provide access to the northern extent of the Black Ditch Open Space.



Accessibility and Transport



Littlehampton is the principle coastal town in Arun District.

The area is well connected with the new Lyminster Bypass (the Nightingale Way) providing direct access to the A27 to the north, and Littlehampton Town Centre the south. The A27 is the primary route connection the coastal town between Portsmouth to the west, and Worthing and Eastborne to the east.

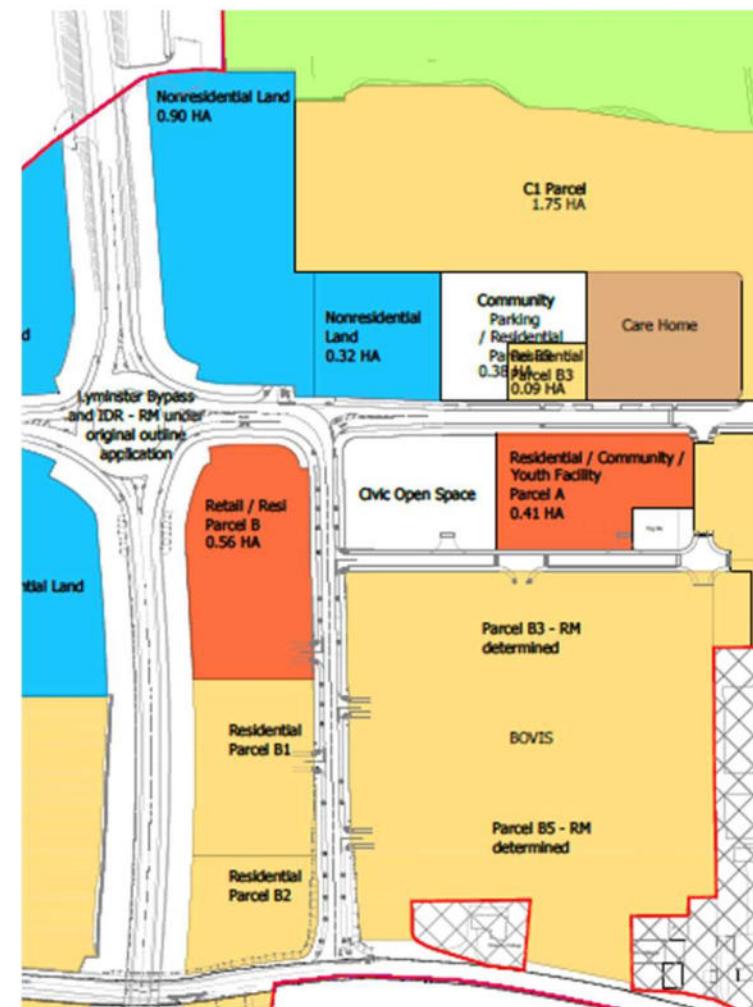
Littlehampton town centre and railway station lies 1.7 miles to the south of Hampton Park. Train services are provided to Worthing, Lancing, Brighton, Portsmouth, Southampton and London Victoria. The sea front is 2 miles to the South of Hampton Park.

There are local bus connections to Lancing, Wick, Goring and Worthing. Bus stops are accessible on the Lyminster Road; however, these will be diverted into Hampton Park as the development progresses.

Local Services



The majority nearby local services are in Littlehampton town centre, which is easily accessible from Hampton Park. However, an RMA for the local centre area at Hampton Park itself is being prepared and this will deliver local retail provision and community facility for residents of the development.



Landscape and Nature

The site lies to the south of the Black Ditch and north of the railway line. It comprises greenfields, previously used in association with the former commercial nursery use of the site.

It is fairly flat sloping gently towards the Black Ditch.

Within the red line there are limited landscape features. It is very overgrown with bramble and scrub. There are some existing trees and hedgerows, though these are not of high quality.



The whole development allocation of Hampton Park lies within Impact Risk Zone 2 of the Arun Valley SPA. Therefore, consideration is required whether there will be any impact on functionally linked habitats and wintering bird population.

Existing ecological features comprise:

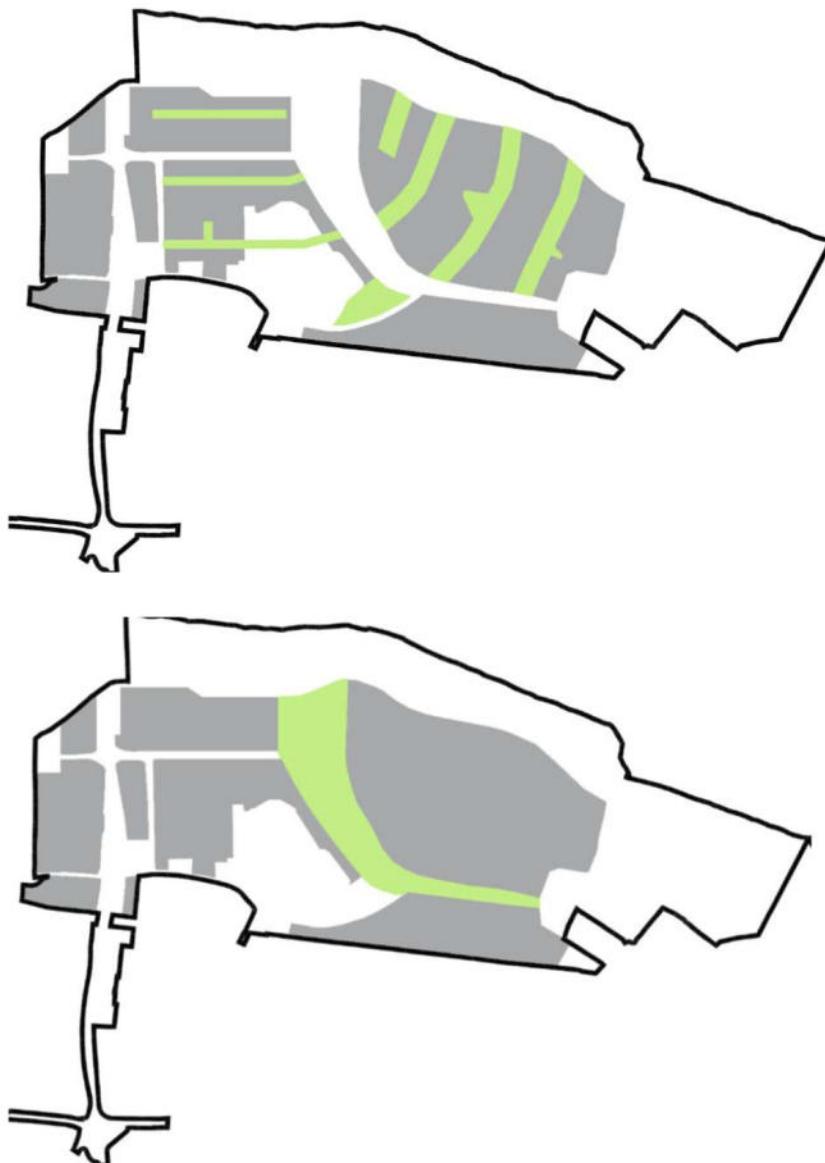
- Boundary hedgerows and trees
- Overgrown scrub
- Two pond features

Ecological surveys have been undertaken and found suitable habitats for:

- Birds
- Bats
- Reptiles

Appropriate mitigation will therefore need to be provided to ensure a positive effect via on site habitat creation.

Hydrology



The site is currently an undeveloped greenfield site and there are currently no existing impermeable surfaces on the site.

There are also two pond features – one of which is a surface water feature associated with the previous commercial nursery use. As such it is lined and does not function as a natural attenuation feature.

The current surface water run off rate, plus consideration for climate change, is required to be maintained after the development is built.

All of housing development parcels lie outside of areas at risk of flooding.

A key element to the design of this Phase of development is that it needs to accord with the principles approved in the 2011 FRA, which accompanied the outline consent. The design parameter of which are:

- Finished floor levels across the development are to be a minimum of 500mm freeboard above the extreme 1 in 1000 Annual Probably flood level of 2.38m AOD (as a proxy for the reference 1 in 100 AP plus climate change flood level).
- Floodplain storage needs to provide for a net improvement.
- Continuous and dry access is provided to all units across the development.

Local Identity and Character



The character and identity to be created for Hampton Park is detailed in the Development Framework Document that sits with the outline consent for the development.

Phase 6a falls within the eastern edge of the development, and this is the area where the bulk of residential development will be provided. It will therefore have a strong suburban / rural character. The Development Framework Document notes that the rural character will be particularly important for the northern edges that abut the Black Ditch. More central areas will provide the opportunity for areas of open space and play.

Two defined character areas fall within the Phase 6a area:

1. **Central Spaces.** This area is to deliver slightly higher density development nested within the centre of each individual development parcel.
2. **Green Edges.** This area is to provide a more naturalistic edge to the main development. They will act to soften the appearance of the built form, anchoring it to the existing and proposed open space. Building forms will be more irregular.

What does National Guidance say?

NDG para 39 & 40 - An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities. Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion.

Well-designed places are:

- based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design;
- integrated into their surroundings so they relate well to them;
- influenced by and influence their context positively; and
- responsive to local history, culture and heritage.

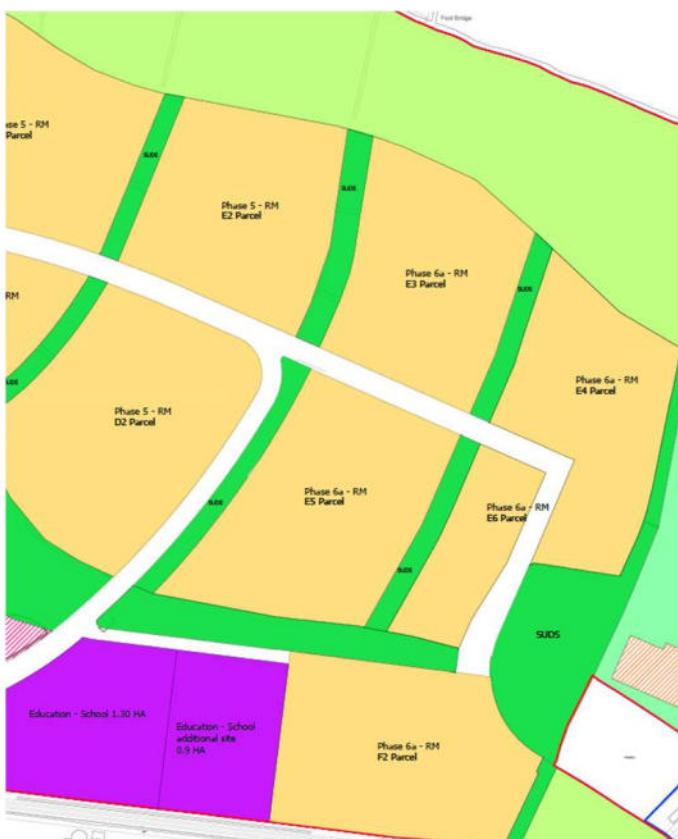
The Principle of Development

LU/47/11/

Principle of Development

The principle of development has been established through the outline consent that was granted in January 2013 (LU/47/11) and amended via a s73 approval in August 2017 (LU/182/15).

The proposals have been developed with full regard to the parameter plans and Development Framework Documents approved with the outline consent. We have also sought to have full regard to the NPPF and National Design Guidance and believe we are proposing a high-quality residential development that truly embraces the concept of delivering beautiful places.



Town & Country Planning Act 1990 (as amended)
Town and Country Planning (Development
Management Procedure) (England) Order 2010 (as
amended)

Application for Planning Permission

DECISION NOTICE

Application Ref: LU/47/11/

1 To Addressee

Mr Gardiner
WYG Planning & Design
The Loft
St Clairs Farm
Wickham Road
Droxford, Hampshire
SO32 3PW

2 Site Address

Land north of
Toddington Lane

BN17 7PP

3 Description of Development

Outline application with some matters reserved for mixed use development comprising: demolition of existing buildings and structures, up to 1,280 residential dwellings (out of a potential 1,480 dwelling masterplan), up to 13,000 sqm of B1 employment floorspace (including 3,000 sqm Enterprise Centre), up to 3,500 sqm of Class A local facilities, a 100 bed hotel, 60 bed care home, a new 2 Form Entry primary school, community centre, youth and leisure facilities, combined heat & power plant, extension to existing household recycling centre, landscaping, replacement and additional allotments, multi-functional green infrastructure including sports pitches (& associated changing facilities), informal open space, children's play areas, primary vehicular access from a new access from the A259 bridging over the railway line with additional access from Mill Lane & Toddington Lane. This application is the subject of an Environmental Impact Assessment & a departure from the development plan. This application affects a public right of way.

4 In pursuance of their powers under this Act and related Orders and Regulations the Council
PERMIT this development to be carried out in accordance with the application and plans .

Planning Policy Compliance

Relevant policy documents

- Arun Adopted Local Plan
- Arun Design Guide
- Open Space and Recreation Standards SPD
- Parking Standards SPD.

Of particular relevance is Local Plan policy D SP1 which states that 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.

In addition, under Policy D DM1, all layouts 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.

The Phase 6a layout needs to comply with these objectives while also ensuring that the principles of the approved outline consent (parameter plans and the Development Framework Document) are complied with. This includes the position of buildings and their relationship to the surrounding green infrastructure; the street and road hierarchy adopted, pedestrian and cycle permeability; and the design rational to the built form, including placement of focal buildings, the general appearance of the development, height and massing and parking solutions.

Thorough consideration also needs to be given to the landscape and drainage parameters of the scheme to ensure that a holistic approach has been taken to the design and functionality of the SUDs features and how these contribute to the way future residents will make use of the open features within the site. As the Council's SPD on Open Space and Recreation Standards is an important reference point and it is important that a compliant level of open space is provided. Consideration is also required to the damp zone concept and areas of formal recreational activity should not be located in the SUDs areas.

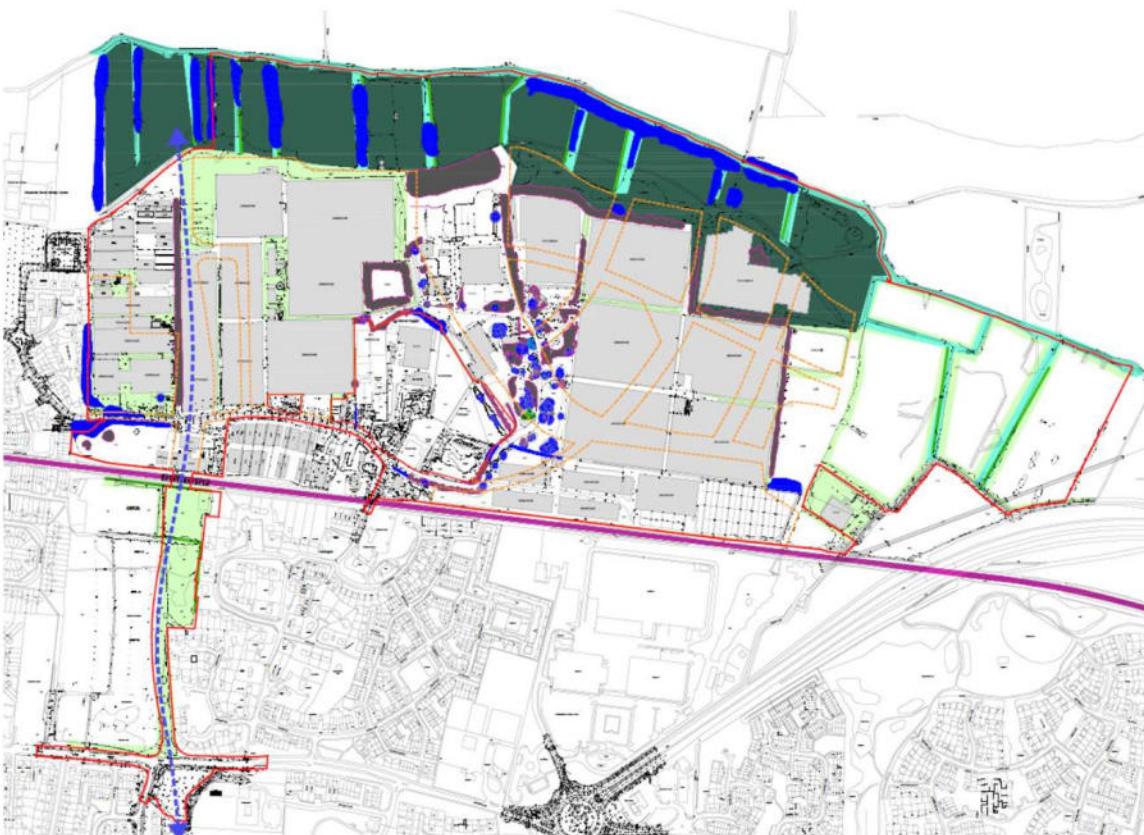
Private open space needs to be provided in accordance with the Council's minimum requirements as set out in the Arun Design Guide - gardens are to have a minimum depth of 10.5m, and the apartments need to be provided with a 3sqm balcony. Building frontages should generally be set back by at least 2m from the plot boundary.

The Parking Spaces SPD requires that all 1, 2 and 3 bed units have 2 spaces 3 bed and all 4 bed units with at least 2.5 space A 20% visitor parking allowance is also required. Where on street parking arrangements are designed, these should be small areas broken up with planting. All units need to have access to an EV charging point and cycle storage.

Chapter 3

Design Development

Opportunities and Constraints



Opportunities

- Pedestrian linkages throughout the scheme.
- Provision of children's play space, and accessibility to wider open space / the open countryside.
- A clear street hierarchy can be developed.
- Integrating informal open space elements.
- Strategic landscape planting / trees throughout to create green corridors.
- Provision of affordable housing, and general contribution to the LPA's 5-year housing land supply obligation/ fulfilment of the Local Plan.

Constraints

- Proximity of the Black Ditch to the North and railway line to the south.
- Level changes to the south.
- The Norway Ditch – which needs to be crossed to provide access to the adjacent playing fields and allotments.
- Existing wildlife and habitats.
- Gas, foul and water easements along northern perimeter and down through the playing fields.
- Embankment of the Black Ditch and level change / ground condition that results.
- Flood compensation extents.

Developing the Masterplan and Layout

The Design Evolution – principle design elements

As part of the design evolution and delivery of Hampton Park, we have sought to engage with Officers to determine key design concepts for each phase of development delivered. As Phase 6a is a continuation of the main residential development east of the central wetland area, parameters established by Phase 5 along with the design aspirations for the Central Spaces and Green Edges character areas were the starting point for establishing a design ethos for this RMA.

The configuration of the residential element is contained within land use parcels E3, E4, E5, E6 and F2. A green swale runs north to south between E3/E4 and E5/E6 connecting to the central wetland area which curves round to the south of these parcels. The northern boundary of Parcels E3 and E5 have been set back from the top of the northern embankment of the Black Ditch, to provide for a more meaningful green edge to the outer periphery of the development.

Larger detached and a limited number of semi-detached properties are located towards the northern elements of these land parcels. These benefit from the panoramic views of the Black Ditch and Arundle in the distance. This configuration is continued along the western edge with homes framing and overlooking the playing fields and open space that stretches out from them. Dwellings in this location are set within good size plots with parking provided to the side in the form of driveways to reduce street clutter. The placement and type of dwellings proposed seeks to provide for symmetry and a regular rhythm of development. This mirrors the pattern of development being delivered on Phase 5.

The central, western and southern elements of these land parcels are defined by smaller 2 and 3 bedroom dwellings predominately in semi-detached form or small terraces of 2 dwellings. Smaller detached dwellings are used in appropriate corner locations or to provide a focal point. Two small apartment block are provided in parcel E4. They act as focal features in contained and structured locations. Overall, the central and southern elements provide or more traditional form of development, set around a clear road hierarchy.

Tree planting is provided along the swale features and periodically in the streets to provide a green structure.

LAPs are provided in northern and southern locations. Though residents will also benefit from the LAP/LEAP provided directly to the east on Phase 5 and large children's play space being delivered as part of Phase 6b. Play provision overall is well distributed and easily accessible to all parts of the development.

Regarding the green swale that runs north to south between E3/E4 and E5/E6 connecting to the central wetland area this provides a clear green structure to the development, complementing and linking up to the SUDs features already provided.

Parcel F2, is located at the southern end of the central wetland area and abuts the railway line to the south. It is predominately residential parcel with two play areas provided. Given that this parcel has a high amount of flatted development, the provision of two children's play spaces will provide easily accessible open space for occupants.

Developing the Masterplan and Layout

In general, lower density areas predominate the design, with the use of higher density areas limited to main routes through the development. 2½ storey houses have been limited, and these are focused along main roads / boulevards. Buildings are also generally set back by a minimum of 2m to allow for softer frontages and landscaping. This accords with the aspirations of the green edges and central spaces character areas that the phase encompasses.

These character areas are defined within the approved Development Framework Document. Each phase of development across Hampton Park creates a natural transition from one character area to the next. The contemporary character along the western edge of the central wetland area (delivered under Phase 4) and the Spine Road (Phases 2 and 5) transitions to the traditional West Sussex vernacular of the green edges of the eastern edge via the central spaces. This was a character pattern established via Phase 5 and is carried through into Phase 6a.

Key Design Concepts are:

- A mix and size of dwellings appropriate to housing need in the area.
- An average density of 39 dwellings per hectare (based on a net developable area of 7.480 ha).
- Division of the site into two-character areas, based on parameters established with the outline consent.
- Lower density development the northern and eastern edges, where larger detached units are provided.
- Clearly defined street hierarchy based on a primary estate roads with shared surfaces and private drives providing smaller residential enclaves.
- Frontage and courtyard parking arrangements broken up with trees and landscaping.
- The apartment blocks have been positioned to have a frontage relationship with the Main Avenue and the railway line.
- Dwellings set back from street frontages and frontage parking arrangements limited. 2.5 storey building heights has been limited to the Central Spaces character area and then only in key spaces.
- Palette of traditional materials and building styles to reinforce the identity of each character area.
- NDSS, M4(2) and M4(3) compliant units as required by planning policy and the s106 agreement
- Retention of existing landscape features where possible.

Developing the Masterplan and Layout



Chapter 4

Creating a Memorable Place

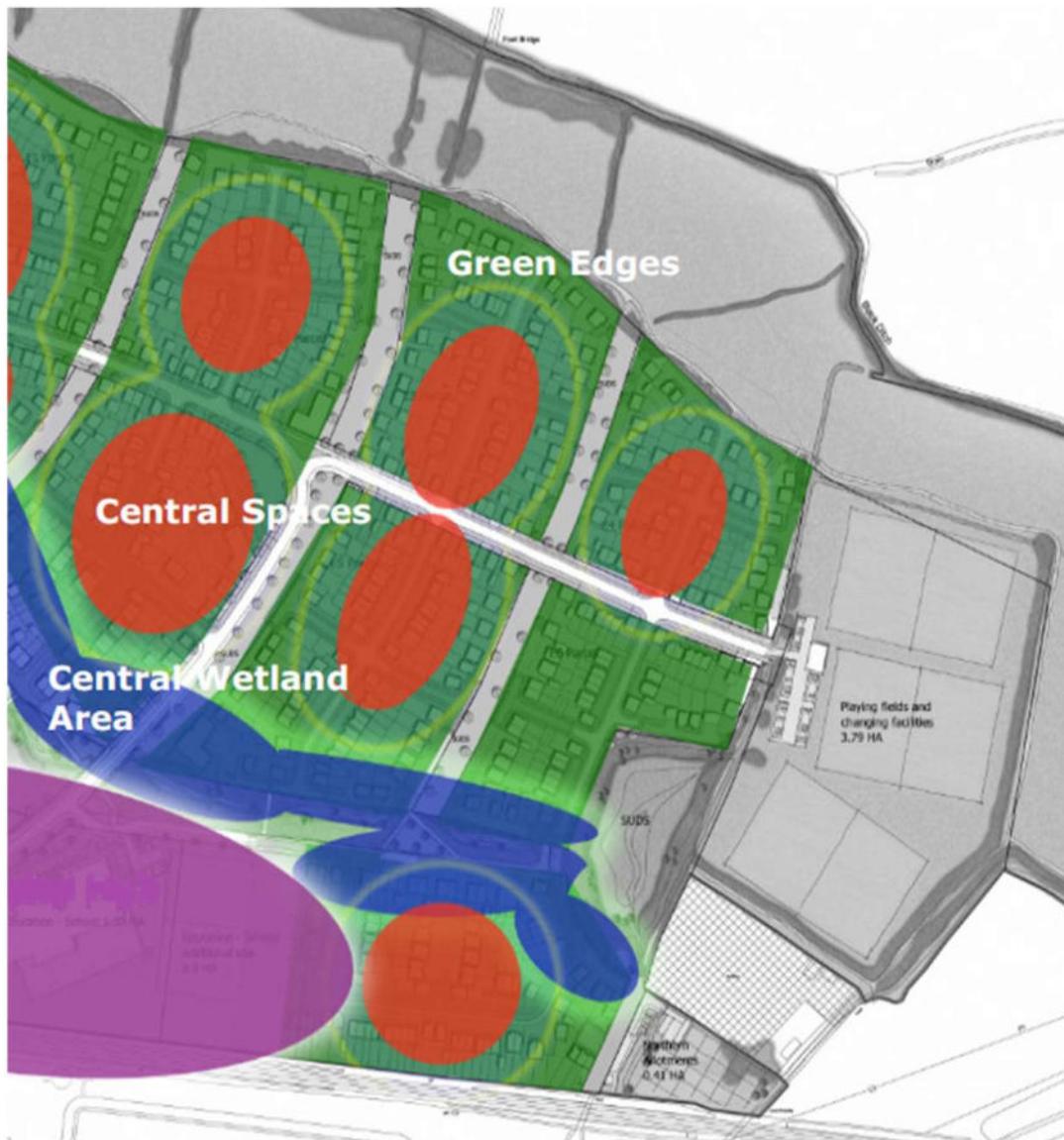
Compliance with Outline Principles

The layout embodies the following principles established with the Outline Consent:

- The 288 dwellings will consist of 1-, 2-, 3- and 4-bedroom dwellings, including 20% affordable housing.
- A clearly defined street hierarchy - based on a main estate road, secondary streets and private drives.
- From the outer edges of the development parcels, the layout transitions into a traditional/ more concentrated form: set around a clear road hierarchy.
- Connections to the play areas and open spaces delivered within this phase of development and others, giving comprehensive connectivity across the development site and its associated open spaces.
- Building heights predominately 2-storey with some 2.5 storey elements in the Central Spaces character area.
- To reduce street-clutter, parking is generally placed to the side of properties; this has the effect of giving a crisper and more discernible defined edge to the landscape on its built-up edges.
- A palette of traditional materials and building styles to reflect each character area.
- The provision of 4 LAPs – integrating some natural fitness equipment to diversify the play and recreational offering / experience.
- Providing public access to part of the Black Ditch open space.



Character Areas



There are to be two-character areas, each with a high standard of architectural individuality:

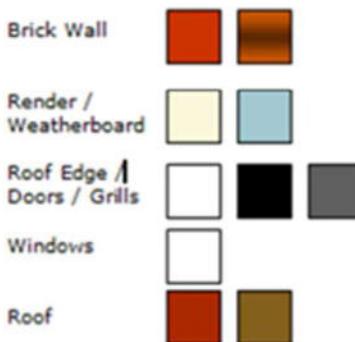
- Central Spaces
- Green Edges

Both are defined in the Development Framework Document approved with the outline consent (as amended via a s73 approved in August 2017 under planning permission ref: LU-182-15-PL). These character areas seek to create a mannered transition from one to the other. As such semi rural vernacular in the Green Edges flows sensitively into the higher density architecture of the Central Spaces. Our objective has been to give a strong sense of identity to each character area, based empirically on the site's location-imperatives, namely an informal grain at the outer edges and a higher density pattern along the main estate roads.

The shaping of the 288 dwellings into two-character areas and the enclosing effect of the "green periphery" around the edges will give a discernible sense of place to the scheme. The sense of identity is further enhanced by clear architectural elements and styling features within each sub-area.

The Central Spaces Character Area

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 tarmac Pavement: black tarmac Kerbs: precast concrete Shared areas and speed control features: block paving
Accents / Corners	Important corners to be defined by dual aspect units and 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.



The Central Spaces Character Area



The key characteristic of these areas are that they form the central point of the residential development parcels. As such the built form facilitates cohesion and helps to establish a sense of place that is unique to the development parcel.

This area is interesting, with a variation in built form – it is where the elements of 2 ½ built form are provided. The general form and aspiration for these areas allows for a slightly higher density of development, hence the use of terracing and provision of two small apartment blocks. A mix of smaller and medium sized accommodation is provided.

This character area incorporates traditional architectural elements / detailing of the surrounding vernacular and a mixture of smaller detached, semi-detached and terraced dwellings to create a sense of arrival within the new neighbourhood. Two apartment blocks are also provided to diversify the mix of dwellings available and provide for variation in the built form.

A more urban approach has been taken to density, dwelling placement and design, with materials and enclosure design helping to increase the variety required.

Boundary treatments mark the private realm. Simplicity is the key approach taken with the use of railings and walls around play areas or key dwellings.

In terms of the road hierarchy – a main estate road which loops through the residential parcels provides for a formal structure, off this spurs shared surfaces and private drives as the area transitions to the green edges. There are elements of frontage car parking, which are broken up by tree planting, otherwise parking is provided to the side of dwellings to reduce street clutter and the presence of parked vehicles in the street scene.

The focal areas have been established by the location of key buildings, and the formal play areas. Areas of informal green space, particularly the green SUDs features provide more of a visual amenity.

The Green Edges Character Area

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



The Green Edges Character Area



This character area comprises the outer edge of the main residential development parcels, it is provided as a continuous band around the central spaces. It is a more linear form of development. The design approach is to provide a more naturalistic edge to the main residential parcels, to soften the built form and provide an appropriate transition to the more open nature of the surrounding strategic landscape.

Dwellings are slightly more irregular in their placement, larger in size and detached or semi-detached. The design approach strongly accords with the West Sussex vernacular and has a softer traditional appearance. There will be traditional notes in its architectural detailing, including flint and brick details such as banding, quoin details and chimneys, intended to create an informal and rural feel to these edges.

There are two sub-elements to this character area. There are traditional elements threading through both sub-areas to ensure conformity and a sense of place.

(i) The main avenue / estate roads / SUDS

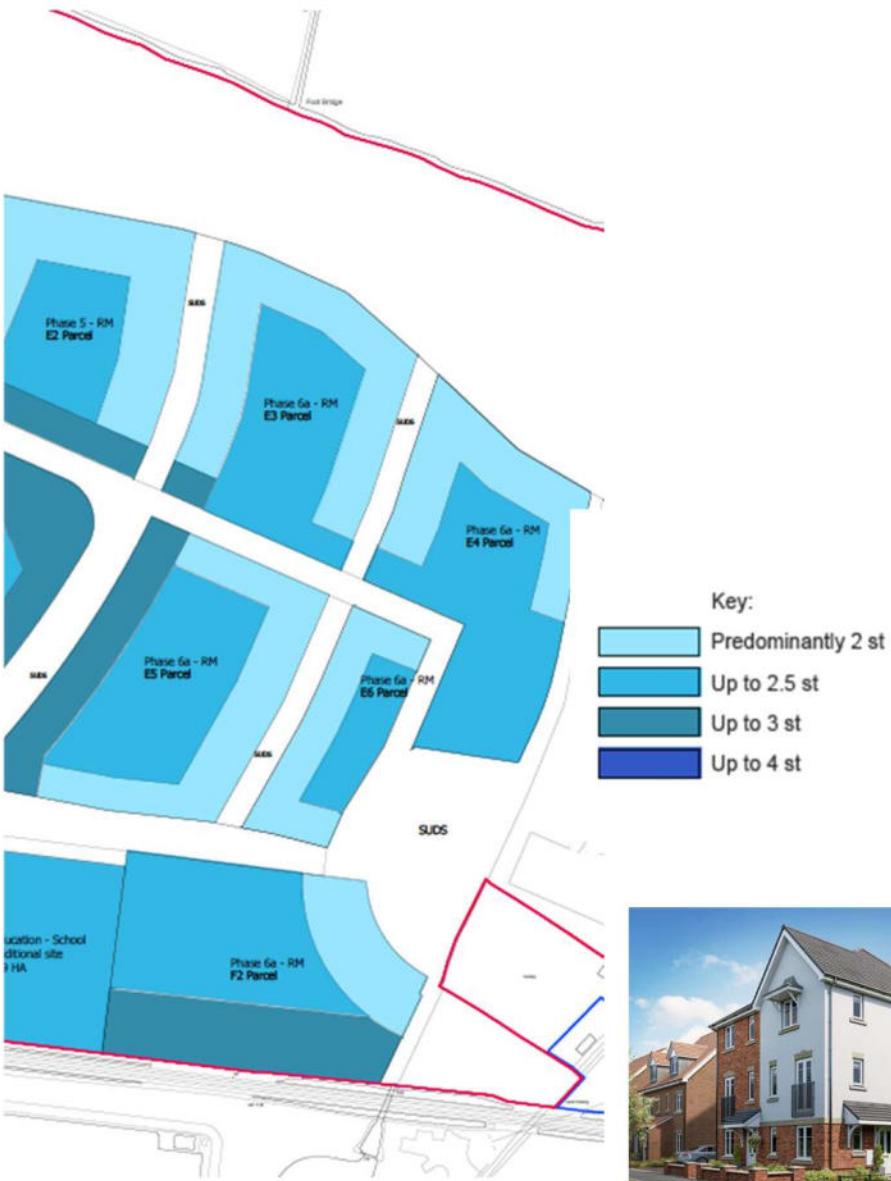
Buildings that front on to the main avenue / estate road / SUDS corridors will retain the rural features but will respond to the setting in more organised and regimented manner. With on plot parking these areas will provide a regular building line with organised set back distances to provide continuity. Corner units and key buildings mark parcel corners. All significant corners will receive increased height and special elevation treatment. Plan wise some units will be designed to provide dual aspect to increase attractiveness and overlooking.

(ii) Public Realm / Open Space

Dwellings that front on to open green space (the Black Ditch and Playing Fields) will seek to achieve a more open feel with more space between dwellings and a greater set back from the road frontage. There will also be lower-level traffic providing a feeling of familiarity and community surrounding well maintained green corridors.

The green edges very much provide an enclosing “green periphery” which will give a discernible sense of neighbourhood-scale and place to the scheme. Car parking is taken off the main street scene and provided in driveways to the side of the dwellings. The road hierarchy comprises shared surfaces and private drives.

Building Heights and Density



The units on Phase 6a are predominately 2 storeys increasing to 2½ storeys in the central areas to reflect the principles established with the outline consent on the vertical alignment parameter plan.

The 2½ storey units placed within the scheme's core as that location is appropriate, and it underscores the identity of that character area.

As a result, there is density variation within the layout, which transitions from the lower density along the outer periphery where the green edge is proposed, to the more traditional density within the development parcel core areas. The density pattern is intended to respond to the locational context and then to bolster the distinct individuality of each defined character area.

The density of development is 39dph when calculated on a net developable area of 7.480ha and only 12.9dph when assessed on the total site area of 22.2ha. This is within the medium – low density range envisaged by the outline consent for this area of development.



Significant Spaces

Careful consideration has been given to creating a number of 'significant spaces' throughout the development that epitomize the key placemaking principles we have sought to apply across the site. These serve their own specific function with alternative layout and built form characteristics.

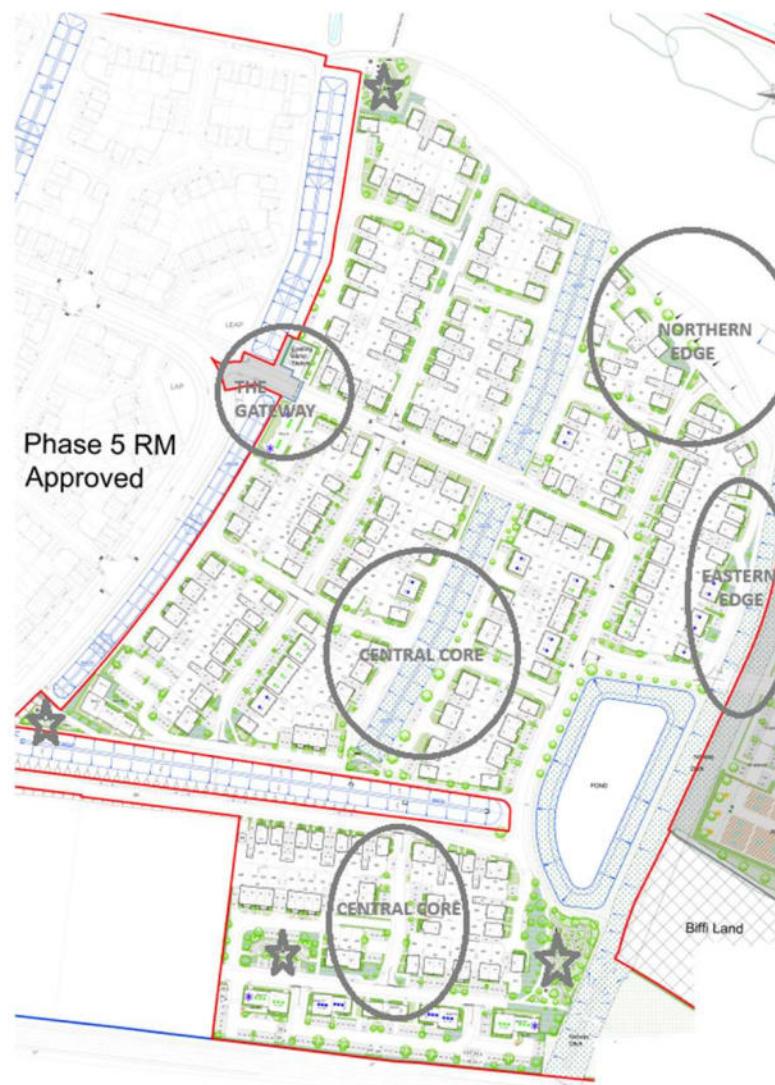
These key nodes within the development parcels are created through an accumulation of the design logic for this phase and to support the character areas. They assist in creating active, vibrant and memorable spaces.

THE GATEWAY - this is where the Main Avenue extends into Phase 6a. A strong entrance is created by building blocks and structure. Dwellings are orientated to face the swale feature and the main estate road to create a clear structure and street hierarchy. Dwellings are in a regular form with parking taken off the street. Elements of 2 1/2 storey dwellings are provided to further reinforce the street hierarchy developed.

CENTRAL CORE – Focal units are prominent at primary junctions in these areas. Variety is introduced through a mix of materials and architectural detailing. Consists of predominantly semi-detached and terraces of smaller houses. The swale features provide a strong green reference for these spaces and dwellings are orientated appropriately to them.



THE LAPs – these are dispersed throughout the site. As well as serving a play space function they also provide an opportunity for breakout spaces in the built structure. Dwellings are located appropriately to the character and function of each LAP.



NORTHERN EDGE – An undulated frontage with views onto the open space. Built form is set back from the parcel edge to allow structural landscaping to be provided. Consists of predominantly detached houses of varying size. Dwellings are larger detached units, with parking in driveway arrangements. Materials and architectural features will be traditional with softer characteristics.

EASTERN EDGE – An undulated sinuous frontage with views over the playing fields. This space blends seamlessly with the northern edge. Detached and semi-detached dwellings with on plot parking arrangements are provided.

Street Typologies



Street Hierarchy

The layout has been designed to accord with the hierarchy established by the outline consent. For Phase 6a this means the following street typologies are provided:

- Estate Roads
- Shared Surface Roads
- Private Drives



Key:

- Adopted Road - Bypass flyover
- Build to Adoptable Standard - Distributor Road (approved under separate RM application)
- Adopted Road - Section 278 Works
- Main Avenue / Bus Route
- Estate Road
- Shared Surface Road
- Private Drives

Estate Road

Key Characteristics

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

The main estate roads include strong building lines to both sides of the street, reinforcing the more formal nature of the routes. These build line set-backs allow space for regular on-plot tree planting, and for a balance of parking solutions to the front and side, facilitated by strong front boundary treatments (hedgerow with some railing) and on plot landscaping complimenting key spaces of the street.

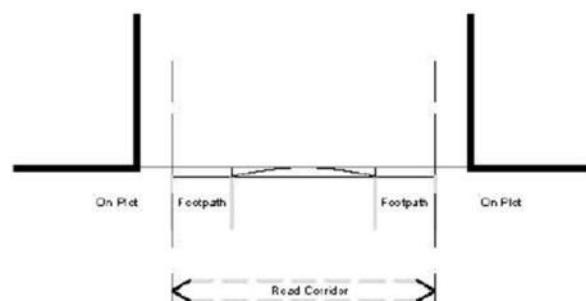
Typically, medium density dwellings of 2-2 ½ storey reflects the more local level of street and facilitates the desired on-plot landscaping, tree planting and balanced parking solutions that make these street designs successful.

Street trees are provided at regular intervals.

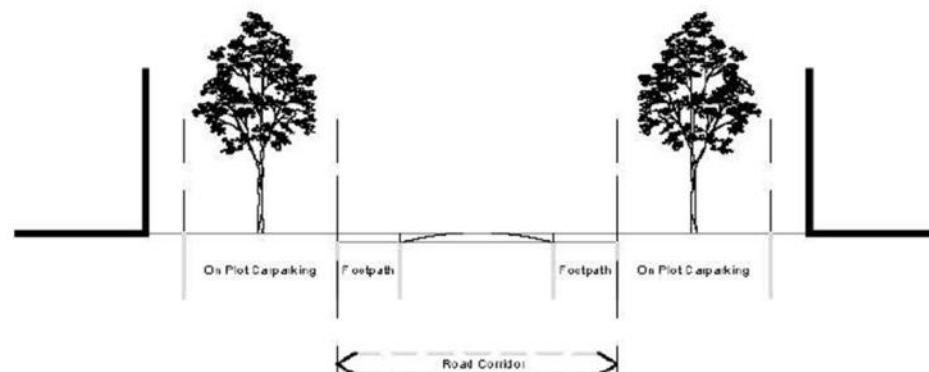
A cycleway is provided on one side of the carriageway, and a footpath on the other.

Parking will be on-plot parking accessed between buildings with some areas of on-street parking provided within small groupings located directly in front of homes. Landscaping will be used to soften this space and ensure that parking does not dominate the streetscene.

Estate Road - Typical Section - A



Estate Road - Typical Section - B



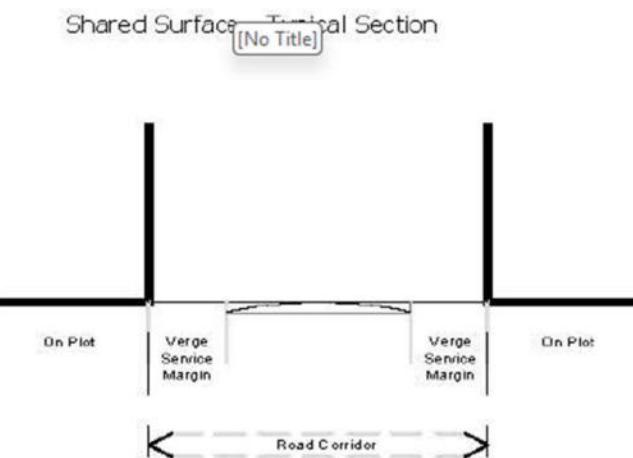
Shared Surface Road

Key Characteristics

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

The areas of shared surfaces will serve smaller groups of houses, primarily along edges with open spaces. They will have a more undulating form, and landscaping will be used where necessary to provide a soft transition to these open spaces. These routes will have a pedestrian priority feel linked by a series of landscaped spaces and paths for pedestrians and will serve small clusters of development.

Parking will be mostly on plot parking with discreet street parking for visitors.



Private Drives

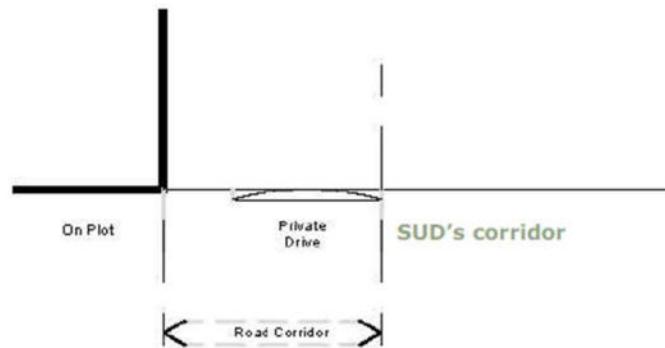
Key Characteristics

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 Drives will also serve small groups of houses, primarily along edges with open spaces. They will have an undulating form and landscaping to provide a soft transition to these open spaces. These routes will have a pedestrian priority feel linked by a series of landscaped spaces and paths for pedestrians and will serve small clusters of development.

Parking will be mostly on plot parking with discreet street parking for visitors.

Private Drive - Typical Section



Access and Movement



Movement Strategy

Cycle and pedestrian connectivity are key parts of the development proposals – which seeks to ensure that the principles established with the outline consent are adhered to. The main estate road running from the main avenue to the playing fields provides for a designated cycle path. Footpaths and other pedestrian arrangements are then provided all the remaining roads, ensuring that pedestrians can move through the housing areas and open space with ease.

Pedestrian and cycle movements have been separated from vehicle movement to prevent conflict between users. The areas of shared surfaces and private drives are designed to be low speed areas.

Overall, residents and users of the areas in Phase 6a, will be able to travel from to and from the wider facilities provided at Hampton Park, including the central wetland area, the other LEAPs and the local centre.

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



Car Parking Strategies

Parking Strategy and Electric Vehicle Charging Points

The scheme provides for car parking spaces in accordance with the Council's policy requirements:

- (i) 380 allocated spaces
- (ii) 35 car ports which as 1 allocated space
- (iii) 61 visitor spaces.

The majority of these spaces are allocated on plot. Specifically, there are 2 car parking spaces for each 2 and 3-bedroom unit; and 3 spaces for each 4-bedroom dwelling (one of which is within in car port arrangement). This provision aligns with the Council's parking standards.

There are combinations of parking spatial-solutions, dependant on the make-up and design intentions for each character area. However, for the most part, parking is placed to the side of dwellings to avoid "street clutter" ... the exception being where parking is placed in discreet courtyards for the apartment blocks and some limited use of frontage parking where terraces are provided. Visitor parking spaces are provided around the site.



On plot driveway parking



Discrete visitor parking arrangements

Electric vehicle charge points are provided to ALL dwellings. Where possible, these will be fitted to the side of properties or private garages and for on street parking this will be fitted to the front of properties or freestanding charging posts, where necessary.

Cycle Parking Provision

All properties benefit from cycle storage provision for at least one bike. A range of solutions are provided as below:

- In sheds located in the rear gardens of properties
- Cycle storage of for the apartment dwellings

Cycle storage is provided on the ratio of:

- 1&2 beds = 1 space
- 3 + bed = 2 spaces
- flats = 1 space per unit in secure storage

In addition, there are 14 unallocated motorcycle spaces (5%) and 36 visitor cycle spaces (288/8).



Discrete frontage parking arrangement broken up with space for landscaping



Discrete courtyard parking arrangements

Secure by Design

Reducing opportunities for crime through the design of the proposed development is a key element in creating a secure sense of place. The layout for Phase 6a is arranged to create natural surveillance, plus a tangible sense of ownership over private areas. The aim is to ensure that every part of the scheme is easily identified as either being a public or private space.

The proposals respond to Secure by Design principles as follows:

- Dwellings are to be arranged to address the street or open spaces, so they provide natural surveillance.
- Both vehicular and pedestrian entrances are policed by gateway buildings, arranged to overlook these spaces.
- Various pedestrian routes have been created which improve permeability through the layout whilst bolstering community surveillance.
- Care has been taken to ensure active frontages and at junctions, including through placing windows on gable ends.
- Parking is predominantly on-plot or along frontages.
- Lighting along the main roads.



Drainage and Flood Risk

Drainage

The drainage strategy has been developed as part of the wider scheme, the principles of which were approved as part of the outline consent. A key element of these principles was the central wetland area, in which all phases east of it are drained into. The swales delivered in phased 5 and 6a will collect and store surface water before discharging into the central wetland area, which in turn discharges into the Black Ditch.

The central wetland area has been delivered in accordance with planning consent LU/369/21/RES and is a functioning surface water drainage system. Capacity was designed into it to accommodate the development requirements of Phase 6a.

The only elements of the site wide drainage system that require delivery as part of this RMA, are the remaining swale feature and the reprofiled pond.

This swale has been designed as per the parameters established with Phase 5 and incorporates the damp zone and off sets required to ensure that they function as designed.

The reprofiled pond has been designed to accommodate the necessary surface water capacity and as with the swale has been designed with the damp zone and off set requirements established with Phase 5.

Both the swale and pond offer landscape and ecological benefits.

Foul sewage, will be pumped through the existing network in Phase 4, and will join the new Southern Water rising main, that is now operational and subject to the s104 Agreement.

Flood Risk

The main residential development platform has been elevated outside of the flood plain to minimise risk to future occupations, with mitigation for floodplain capacity provided through ground lowering across the central wetland areas and over the playing fields area.

Through the design evolution of Phase 6a, a net improvement to the approached floodplain capacity scheme has been achieved through the realignment of the northern boundary to remain more open space alongside the Black Ditch.

Chapter 5

Supporting Needs and Wellbeing

Range and Choice of Homes

A mix of 1, 2, 3 and 4-bedroom family homes units are proposed, geared to meeting local needs.

Private – 231 units:

6 x 1 bed apartments

10 x 1 bed house

11 x 2 bed apartments

38 x 2 bed houses

131 x 3 bed houses

35 x 4 bed houses

Affordable Rent – 29 units

18 x 2 bed apartments

1 x 2 bed house

8 x 3 bed houses

2 x 4 bed houses

Affordable Intermediate – 28 units

12 x 2 bed apartments

7 x 2 bed houses

7 x 3 bed houses

2 x 4 bed houses

Family Living and Adaptability

Our housetypes provide a range and choice of product meeting different price points and housing needs, particularly for first time buyers and young families. The range enables compliance with Nationally Described Space Standards.



Green Infrastructure

Landscape context has been a key driver of the overall development proposals for Hampton Park. The Landscape Strategy approved with the outline consent identified the areas of strategic landscaping which are integral to the development of Hampton Park. Those relevant to Phase 6a are the water meadows of the Black ditch, the SUDs features, and children's play space.

The layout proposed fully considers these features and provides the required permeability, particularly around the perimeter of the site, to facilitate linkage between the central wetland area, SUDs features and the playing fields. Street scenes have been created to ensure that dwellings are positioned appropriately to maximize views across open space areas and beyond to adjacent countryside. Development has been brought further behind the top of the ridge of the Black Ditch to allow for a better landscape separation.

4 LAPs are provided - one is the northern corner of parcel E3 and is adjacent to the footpath which runs along the northern perimeter; another is located in the south-eastern corner of parcel E4; and two are located in parcel F2. Of relevance is that residents in Phase 6a will also benefit from the LAP/LEAP provided directly to the east on Phase 5. Play provision overall is well distributed and easily accessible to all parts of the development.



Public accessibility is also provided to the northern extent of the Black Ditch open space – an aspiration of the outline consent was to foster some accessibility to this area. This accessibility needs to be balanced with the ecological importance of the areas. As such an informal network of pathways will be provided, laid with self binding stone / gravel.



Green Infrastructure continued ...

Design Approach to LAPs

A natural approach has been taken to the design of these informal play areas, where imaginative play is encouraged. It is proposed this is strengthened by an interactive child friendly sensory planting palette that will incorporate specimen planting with scent (Lavandula), colour, tactile interest (such as grasses) and auditory stimulation (rustling when interacting with the natural breeze).

All have some form of seating, and 3 have natural fitness equipment that doubles up play equipment. LAPs 1, 2 and 3 also have an inclusive picnic bench. Each LAP seeks to provide a different mix and level of equipment and design to add interest and variety as users navigate the site.

Collectively, this provides a far more diverse offering than envisaged with the outline consent and is representative of how outdoor spaces are evolving to meet the needs of the younger generation.



Green Infrastructure continued ...

LAP 1

LAP 1 is located to the northwest of Phase 6a, bordered to the north by open space, to the west a SuDs attenuation channel and to the south and southeast residential plots 1 & 2.

The play offering includes natural play and fitness elements including a grass mound, boulders, a balancing wooden block bridge, jumping disks and a play log, together with bike stands, a bin and seating next to the open space footpath.

The design is an open arrangement, with a less formal edge integrating naturally and organically into the surrounding open space character.



Strategically placed planting including trees, hedging, shrubs and grasses provides structure and pockets of privacy to adjacent residential dwellings, whilst allowing for the natural observation necessary for the play area.

The play design incorporates 2 seating options, a formal inclusive picnic bench and an informal play log. The seating is arranged toward the northern perimeter of the LAP, providing play users and users of the adjacent footpath network the opportunity to access seating for rest and relaxation.

The play experience provides opportunities for balancing, climbing, jumping, imaginative play, together with social and sensory experiences, all suited to the open natural landscape character.

Elements of the play equipment have been arranged as a fitness trail and can be accessed from the footpath connections or used as standalone play experiences within the wider play space.

Play mounds and sensory planting provide opportunity for imaginative play and create opportunities for younger children to explore the natural elements within the play environment.

Overall, the LAP space can be used multifunctionally, whilst serving the needs of younger children beginning to explore and challenge their natural environment.



Indicative play equipment:



Indicative planting:



Green Infrastructure continued ...

LAP 2

The LAP play area is located in a prominent position to the north of the school site and adjacent to the main avenue.

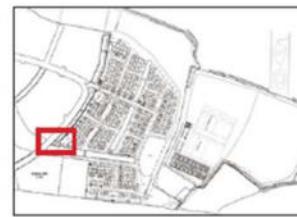
The equipment selection includes, a 'spider net' climbing structure, together with a balancing beam, stepping posts and a play log, all promoting vascular and muscular fitness and development.

Seating will be provided in the form of a timber inclusive picnic bench and a play log, both accessed directly from the adjacent footpath. These seating options are intended to serve the LAP users primarily, whilst incidentally providing rest opportunities for users of the adjacent footpath.

The play space perimeter will be partially enclosed and secured with a combination of low-level fencing and planting to the south and west. To the northern perimeter adjacent to the footpath the play space will be open. The open and informal access to the play area will provide greater opportunity for incidental play experiences and ease of access to equipment.

Planting will include a hornbeam hedge, shrubs including Abelia, Escallonia and Pittosporum and a multi-stem specimen tree, together with sensory planting and grasses. This will provide year-round interest visually and textually both for children, adults and wildlife.

The proximity and geometry of the adjacent footpath is reflected within the proposed equipment arrangement in a trim trail format. The trim trail provides challenge, interest and natural fitness opportunities within the play experience.



Indicative play equipment:



Indicative planting:



Green Infrastructure continued ...

LAP 3

The LAP play area is located to the south of the development, adjacent to plots 220-231. Set within and surrounded by a residential cluster, the 'pocket park' emphasises the urban constraints and formality of the location's character.

Planting structure provides a robust and formal edge to the LAP space, reflecting the more urban location and providing a natural framework. Formal hedges and multi-stem trees surround and envelop the space and sensory planting pockets organically weave throughout the informal play space design.

The two park entrances are designed to be open and inviting. Boundaries are only partially formally reinforced, where necessary, with low-level planting when adjacent to development roads and parking bays.

A formal timber bench seat with accompanying timber clad bin are situated and sheltered by the surrounding sensory planting including grasses, scented shrubs, formal hedge and multistem trees.

A meandering footpath connects the informal play space, which features an informal grassed play mound and natural specimen sensory planting to create a calm space for social and natural play experiences.

The play space provides a tranquil natural oasis within its the urban surroundings.



Indicative play equipment:



Indicative planting:



Green Infrastructure continued

LAP 4

LAP 4 is located toward the southeast corner of the development, within an open space setting. The play space is bordered to the north and east by features of the SuDs network and loosely bound to the west and south by the residential development edge.

The unique location provides the foundations to create an open and natural play environment, which also provides opportunities for rest, relaxation and leisure for all users within the wider public open space.

A planting framework defines the design of the space. Hedge planting, together with generous shrub beds and strategically placed trees, provide a natural safety barrier to adjacent to the SuDs features and create natural structure to delineate the setting of the play space.

The play experiences are equipped with informal natural materials as equipment and features. These include sensory planting, grassed play mounding and boulders, together with timber stepping posts, planted willow tunnel, and a play log for stepping, balancing and/or seating.

Elements of natural play such as the steeping logs, play boulders and timber log are arranged closer to the open space footpath, inviting opportunities for transitory users to enjoy the space whilst journeying through the development incidentally of as an informal natural fitness trim trail.

This play area will include natural materials for recreation, rest, play and fitness linking to the neighbouring open space.

There will be ample space for children to run, play, socialise and interact with the natural environment. This experience will be enhanced with the inclusion of sensory planting and a living willow tunnel enriched with a network of robust grassland with mown paths which traverse the play mounding and wider open space play area.

Rest and relaxation are encouraged throughout the space, with the inclusion of timber seating and a dedicated seating area located to the southern extent of the space. Seating includes timber benches and a timber picnic bench arranged organically, surrounded by pockets of planting and specimen trees, offering quieter areas and a direct sensory connection with the natural environment.



Indicative play equipment:



Inclusive picnic table



Stepping posts



Play log



Timber bench



Play natural boulders



Play grass mound



Willow tunnel



Enclosed timber bin

Indicative planting:



Green Infrastructure continued ...

Open Space Incidental Play

Located toward the centre of the development between plots 132 and 125 this transitory open space provides the opportunity to deliver an informal and incidental area of imaginative and social play.

This space connects across the residential development east to west and creates an opportunity for children to experience play within a natural setting.

Robust planting including hedges, feature trees, shrubs and grasses intersperses, frame and bound the play space north and south, defining the extent of the space and create a secure boundary to the adjacent road and SuDs feature.

Equipped with natural features which include a grassed play mound, sensory planting throughout, and a timber play log providing play experience such as jumping, stepping, and balancing, whilst also providing informal seating.



Indicative informal play equipment:



Indicative planting:



Green Infrastructure continued ...

The Black Ditch Open Space

The whole of the area north of the development platform is very overgrown, with that to the east of the PROW on Phase 5 impassable in places. However, locals are still using a very well-worn route to the west, just in front of plots 12 and 32 on Phase 2. This allows them to get down to the banks of the Black Ditch.

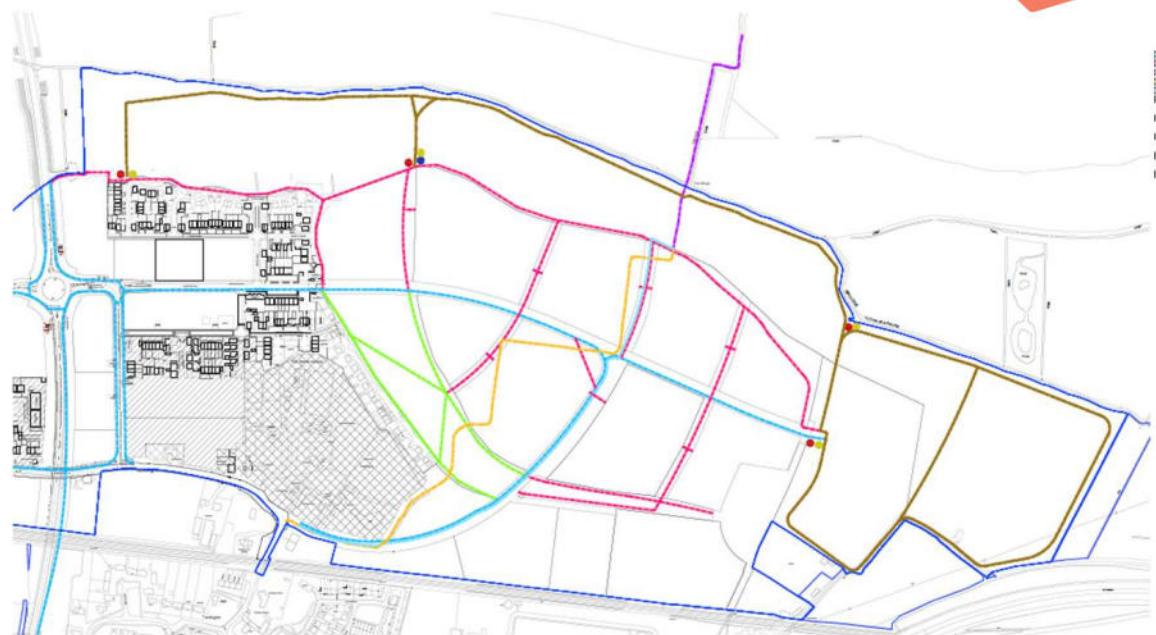
We are aware that historically there was there was access all along the Black Ditch.

Drawing 519-GR.L_014 C - Pedestrian and Cycle Access shows an informal footway network that we believe would be appropriate. This RMA will seek to deliver the northern extents.

We need to be mindful of the ecological value of this area, as such we do not feel it would be appropriate to have a large network of footpaths, and this is supported by our ecological consultants, ECOSA.



Existing route from Phase 2



Key:

- Designated Cycle Path 2.7m or 3m wide
- Designated Pedestrian Footpath to ensure site connectivity
- Existing Public Right of Way
- Diverted section of Existing Public Right of Way
- Relocated Public Right of Way
- Designated Combined Pedestrian / Cyclist Footpath to ensure site connectivity through Central Wetland area.
- Designated Informal Footway Network through Black Ditch and wider Open Space area
- Wayfinder Location - Black Ditch and wider Open Space area
- Dog Waste Bin - Black Ditch and wider Open Space area
- Nature Information Board Location - Black Ditch and wider Open Space area

Accessibility from the development site seeks to utilise the existing and used pathway in the west (on Phase 2) as a logical starting point. A wayfinder will be located at the top of the footway along with a bin. It is then proposed to re-establish the route along the banks of the Black Ditch eastwards.

The next key accessibility point is from the central wetland area. We are proposing to connect into to the existing mown footways of the central wetland area, providing a seamless transition for the user. This is also a logical point for a further waymarker, dog poo bin and a nature information board.

Accessibility to the east around the playing fields will be delivered as part of the Open Spaces RMA.

LEGEND

- Phase 6a red line boundary
- Proposed native trees to open space
- Existing ditches onsite
- Proposed meadow mix to open space
- Existing and new mown grass paths
- Proposed crushed limestone reinforced footpath
- Footpath connections
- Interpretation board location
- Litter and dog waste bin location
- Existing PRoW
- Sport pitches and allotments
- Gas easement
- Existing vegetation to be retained and protected
- Proposed scrub planting
- Wayfinding post location
- Proposed seating along the footpath

NOTES

- The green space will be designed to deliver multiple functions and benefits for people and wildlife. Existing trees and vegetation will be incorporated into the design proposals with minimal intervention, and new good quality mixed native scrub and wildflower areas will enhance the existing grassland.
- Maintain existing desire mown grass path routes reinforced with new crushed limestone and introduce new secondary mown paths to create a continuous and enjoyable walking circuit through the open space.
- Proposed wayfinding signage, litter bins, and interpretation boards along the mown paths to enhance accessibility, encourage responsible use, and provide information about the site's natural and cultural features.
- Proposed native trees clusters, lightly scattered across the open space to enhance biodiversity and character, while maintaining a sense of openness and minimal visual impact.
- Shallow, mostly dry ditches cross the site and will be spanned by the mown grass paths where necessary, allowing for easy access while retaining their natural drainage function.
- Proposed reed bed planting to help create habitat opportunities and enhance existing landscape.

Green Infrastructure continued ...

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 more semi-rural character established by Phase 5 has been carried through into Phase 6a. As such soft landscaping is a key feature and the pedestrian / cycleways knit together the residential streets.

A key feature for Phase 6a are three SUDs features (two of which have already been delivered as part of Phase 5). These provide two defined green corridor running north-south and one running west to east. This will provide an important visual break as well recreational and ecological benefits. They will create a verdant character and provide visible linkage to the open spaces of the Black Ditch. Dwellings have been appropriately located outside of the damp zones of these features and orientated to face them to provide natural surveillance.

The reprofiled pond and open space to the south of it, which incorporates LAP 4, is another important feature. Not only does it provide children's play space and a seating / meeting area for residents, but it also provides for the creation of an interesting ecological habitat, providing a strong green character to Parcel F2.



Dwellings have also been located to overlook the playing fields, providing for a strong boundary but also to ensure occupiers benefit from the longer views of the open countryside that span eastwards of the playing fields.

Overall, there is a clear, strong and discernible green character to Phase 6a. These are the backbone of the development parcel, creating a strong green framework in which the residential character areas have developed.

Community spaces are also provided for in the form of 4 LAPs, as previously detailed, these have been designed to be focal points providing for a range of informal recreational activities. They help to provide additional pockets of visual break in the residential development parcels.

Frontage and verge landscaping to residential dwellings will be important to the development of individual character areas. These 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.

Development parcel landscaping will be managed and maintained by the Management Company that has been established for Hampton Park.

Green Infrastructure continued ...

Former Northern Allotment Land

The former northern allotment land will be left undeveloped; it therefore retains its current habitat and ecological value. A low-level maintenance regime is proposed, and this is included in the EMMP for Phase 6a.

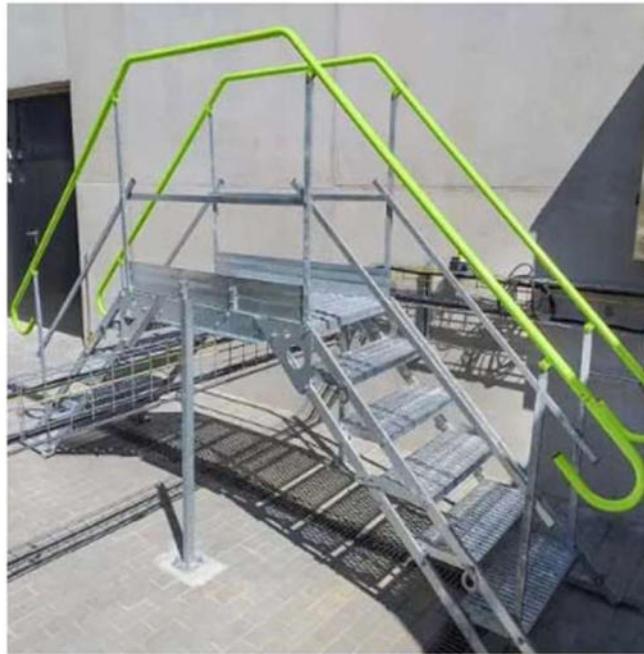
Pedestrian access will be provided by a bespoke 'up and over' steel footbridge, that will be gated and locked to prevent access.

The land will be transferred to the management company established for Hampton Park, and they will undertake the management stipulated in the EMMP.

Up and over bridges are an essential safety solution for overcoming on-site obstacles such as trenches, ditches and changes in land levels.

In this instance the bridge provides elevated access to the former Northern Allotment land with stability and ease. Its platform is constructed with a modular design and can be made to a bespoke design based on site terrain and levels and project requirements. With anti-slip steps and built-in safety locks, the system ensures safe, secure footing for pedestrians in high-traffic or hazardous environments.

Access to the bridge will be protected by the inclusion of a fenced enclosure and lockable gate.



Ecology – Management and Maintenance

Wintering bird surveys have found no presence of Bewick Swan on the site or in adjacent habitats. The site is hydrologically connected to the Arun Valley SPA, but it is located down river, as such the proposed development will have no impact on the SPA.

Notwithstanding this, the set back of development from the ridge of the Black Ditch has provided an opportunity to enhance landscaping and therefore reduce the potential disturbance to any birds utilising the Black Ditch area.

Protected species surveys identified the presence of birds, bats and reptiles on site.



An Ecological Mitigation and Management Plan is submitted with the RMA. The following mitigation has been allowed for in the development of the design for Phase 6a:

- New external lighting to be installed will comprise of hooded luminaries directed away from vegetation and the adjacent boundary hedgerow / woodland habitats. Bulbs will be LED with warm lighting.
- Vegetation removal to be undertaken outside of the main bird nesting season of March to August. Any vegetation clearance outside of this time period to be undertaken with ecological supervision.
- New planting to mitigate loss of habitats for breeding birds.
- Bat boxes attached to appropriate dwellings.
- 72 swift boxes to be installed in the new residential dwellings, located in groups of 4 and as close to the eaves of the dwellings as possible.
- Reptile translocation to a receptor site east of phase. 5 hibernacula will be created in the receptor site. It will also be appropriately fenced. Once the translocation has been undertaken a destructive search will be carried out.
- While no notable invertebrates were found, the proposed native tree and shrub planting will be beneficial to those on site.
- Hedgehog fencing will be installed across the development site.
- America Mink to be eradicated.
- Creation of a reedbed habitat in the pond feature.
- Introduction of a suitable management regime for the seasonally wet grassland in the Black Ditch open space.
- Increase ecological value of the 5 ditches within the Black Ditch open space.
- Creation of 6 scrapes within the Black Ditch open space.
- Maintain and prevent scrub encroachment in the Black Ditch Open Space.
- Introduction of native tree, shrub and grass species in areas of new planting.

Chapter 6

Implementation and Legacy

Sustainable Construction

The proposed dwellings will be developed in accordance with the energy hierarchy, which aims to reduce energy demand through passive design measures and a fabric first approach before utilising low carbon energy and the production of on-site renewable energy to deliver a carbon reduction in alignment with Building Regulations.

In terms of water efficiency all the proposed new homes on the site will target a water consumption rate of 110l/p/d in accordance with the higher efficiency standard set out in the Building Regulations.



The whole of Hampton Park was registered under the 2013 Building Regulations and as such we are delivering all development on the site with compliance to these dated regulations. Relevant parts to planning are Parts B (fire safety), F (ventilation), L (conservation of fuel and power), M (access and use of buildings), O (overheating), Q (security – doors and windows) and S (charging for electric vehicles).

In addition, all phases of development are complying with Condition 31, which requires at least 10% of the developments energy supply to be from decentralised and renewable or low carbon energy sources. This will be secured via the fabric first approach. Further, all the houses will be provided with air sourced heat pumps, and the apartment blocks will have internal heat cylinders with PV. By virtue of being an all-electric scheme for space heating, hot water and electricity generation, the dwellings will be carbon zero ready ahead of the introduction of the future homes standard.

Bin Storage and Collection

All streets have been designed to an adoptable standard to ensure easy access and turning provisions for refuse vehicle waste collection. Where private drives are located to the outer edges of the development, convenient shared refuse collection points will be provided, designed to be integrated into their immediate surroundings with effective hard and soft landscaping approaches.

Generally, storage for refuse and recycling is to be located to the side of properties so not to clutter the street scene. For mid-terrace properties, direct access from the street to rear gardens is provided so that storage can be situated to the rear.

A refuse and servicing strategy drawing is provided with the submission, and it seeks to utilise the road and movement hierarchy developed for the site. Bin collection points are positioned at specific locations through the scheme to reduce carry distances, with turning heads incorporated to facilitate manoeuvrability of both refuse vehicles and service trucks.



Bin store collection point



Side storage and rear garden access



Shared bin storage

EV Charging Facilities

Persimmon Commitment to Electric Vehicle Charging

Building Regulation AD Part S has now taken effect requiring houses on new developments to install a Mode 3 7kW EV (Electric Vehicle) charge point.

This phase of development incorporates electric vehicle charging points - in accordance with building regulations. All dwellings will be provided with either an on-plot charging point, or via charging column on one of their designated parking spaces.



Chapter 7

Conclusion

Concluding Comments

Phase 6a of our Hampton Park development runs forward from the outline consent and the long-standing LPA dialogue, which has shaped the scheme's evolution to embrace an array of local and national policy and design requirements. It will complete the main residential element of Hampton Park.

The resulting scheme is a partnership of housing respectful of its location, blended into two distinct character areas, multi-faceted landscaping and green linkages that transition seamlessly into the wider development and countryside beyond.

First and foremost, the layout has been informed by the site's context, its constraints and its opportunities. Then layered-in have been the key design principles of movement and access, drainage, landscaping, focal buildings, materials and visual cohesion. The scheme combines traditional domestic architecture and multi-faceted landscaping into a grain intended to create a discernible sense of place.

We are confident that the proposals give a strong sense of identity, and the necessary gradation in structure and form to fit this phase of the neighbourhood scheme within both its local context and the countryside beyond. Pivotal, the scheme transitions from a traditional semi-rural vernacular at its outer edges to a slightly higher density in the scheme's core.

For all future residents, this site offers something special. It has the great advantage of a green setting, via strong existing and proposed green open spaces to the north and east.

The main access running through Phase 6a provides a strong street hierarchy and provides for a sense of arrival to the area. Overall, the development assembly ensures sufficient connections and permeability throughout the layout for all users' easy convenience; plus, Phase 6a integrates well into the overall masterplan and neighbourhood-wide design objectives.

The scheme complies with the required WSCC residential road design, layout and parking standards. Moreover, all units will comply with National Described Space Standards and the Council's Local Plan, all relevant development management policies are fully addressed in the design.

We commend these detailed proposals for Phase 6a as a positive response to the site's context and the policy framework.

Phase 6a is a partnership of housing with distinct character areas, multi-faceted landscaping and green linkages that transition seamlessly into the countryside beyond.

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