

Planning Statement

Phase 6a Reserve Matters Application Hampton Park, Littlehampton

November 2025



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Executive Summary

This planning statement supports the Phase 6a reserve matters application for our Hampton Park development site. It seeks to secure the following:

- 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.


Every dwelling will be built to Nationally Described Space Standards with some M4(3) wheelchair adaptable units in accordance with s106 obligations. All units will meet the minimum garden standards.

All of the design parameters have been established through the outline planning permission, and this application seeks to deliver in accordance with those parameters.

Thorough consideration has been given to the National Design Guidance and Living with Beauty (Building Better, Building Beautiful Commission, 2020).

The specialist team advising Persimmon Homes on these updated development proposals are:

- Persimmon Homes – Architecture and Design
- Mayer Brown – Civil Engineering
- Stantec – Flood Risk and Compensation
- ECOSA - Ecology
- ACD – Landscape
- Tetra Tech – Noise
- Southern Energy Consultants – Sustainability and Overheating
- Barrel Tree Consultants – Tree Survey and AMS



This planning statement should be read in conjunction with the accompanying Design and Access Statement.

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1.0 Introduction

- 1.1 This Planning Statement accompanies the Reserved Matters application in relation to Persimmon Homes' land at North Littlehampton. The original outline application was approved in 2013 under reference LU/47/11. It was subsequently amended under a s73 application (LU/182/15/PL), which included a revised masterplan and parameter plans.
- 1.2 This reserve matters application seeks the secure approval for 288 dwellings on Phase 6a, which comprises residential land use parcels E3, E4, E5, E6 and F2. In addition to the residential dwellings, two SUDs features, 4 LAPs and public access to the northern extent of the Black Ditch Open Space are proposed.
- 1.3 The design parameters for the Hampton Park development site were established under outline planning permission LU/47/11, which was subsequently amended via s73 consent LU/182/15. The s73 process was an extensive and forensic one undertaken between 2015-2017, during which a Development Framework Document for the development site was agreed and approved. This Development Framework Document provides the pattern book for delivery of Hampton Park. It establishes design parameters that all reserve matters need to adhere to. As such this Framework Document along with the parameter plans attached to the s73 consent have been used as the basis on which to develop the proposals for Phase 6a.
- 1.4 In addition, thorough consideration has been given to the Arun Adopted Local Plan, the Arun Design Guide, the Open Space and Recreation Standards SPD and the Parking Standards SPD. We have also fully considered design advice contained within the National Design Guidance and Living with Beauty (Building Better, Building Beautiful Commission, 2020). The scheme fully embraces the guiding principles of those linked documents and, of course, the planning policy framework.

2.0 The Reserved Matters Site

2.1 The elements of this reserve matters site are as follows:

- Parcels E3, E4, E5, E6 and F2 which lie to the east of Phase 5 and make up the remainder of the main housing development parcels east of the Central Wetland area.
- A SUDs corridor – running north south between parcels E3/E5 and E4/E6.
- Reprofilng of an existing pond feature.
- Children’s play space in the form of 4 LAPs.
- Public access to the northern extent of the Black Ditch Open Space.

2.2 All parcels are within the North Littlehampton Strategic Development Allocation, which Persimmon Homes has been delivering under the marketing name ‘Hampton Park’. The strategic allocation is located north of the railway line and south of the Black Ditch.

2.3 These parcels, along with a separate reserve matters applications for the Local Centre / Phase 6b and the remaining open spaces comprise the remainder of the strategic development site which Persimmon will build out under Outline Permission LU/47/11 (as amended by LU/182/15).


3.0 The Application Site Context

- 3.1 This phase of development encompasses an area of 54.99ha – comprising 22.2ha for the residential development site and 32.79ha for the northern extent of the Black Ditch open space). It is situated immediately east of phase 5 and extends eastwards. It includes the northern allotment land and part of the Black Ditch open space that lies to the north of Phases 2, 4, 5 and 6a.
- 3.2 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 second is to the south and will provide access to parcel F2 – these will link together providing a loop through the residential development area.
- 3.3 To the north is open space and the Black Ditch, to the east will be playing fields and allotments (that are subject to a separate RMA); to the south is the railway line and to the south-west is the primary school land and previous phases of development.
- 3.4 Phase 6a will complete the main residential element of the North Little Hampton Strategic Allocation, as well facilitating public access to the northern extent of the Black Ditch open space.

4.0 The Planning Assessment

(a) Compliance with the Outline Consent (including s106)

- 4.1 This reserved matters application has been prepared following engagement with Planning Officers and the North Littlehampton Steering Group.
- 4.2 The proposed development follows similar design parameters as established for Phase 5 and accords with the outline planning permission; its parameter plans and the aspirations of the Development Framework Document that has been approved for the whole development site.
- 4.3 The Development Framework Document set important development cornerstones that all reserve matter applications need to demonstrate compliance with. The first was the establishment of specific land uses and all reserve matter applications have sought to deliver the aspirations of each of these. For Phase 6a, this is primarily concerned around the delivery of residential development.
- 4.4 The second cornerstone was defining specific character areas. All reserve matter applications need to demonstrate compliance with the character areas relevant to its development proposals. For Phase 6a it is the central spaces and the green edge character areas that are relevant, as detailed later in this statement compliance is achieved with the design aspirations and requirements of these areas.
- 4.5 The third cornerstone was providing for permeability and connectability. This is incorporated as relevant in these proposals. Necessary cycle and pedestrian links are provided within the proposed development and these accord with the principles established on the pedestrian and cycle access parameter plan (ref: 519.GR.L.014B to be superseded by Rev C as part of the separate s73). This includes linkages through the scheme and across the swale features to create key desire lines that connect not only to the earlier phases of development and the central wetland area but also to the existing footpath network and the playing fields.
- 4.6 The final cornerstone was the drainage strategy for the whole development site – with the creation of a central wetland area. The central wetland area has been consented and delivered, it operates in the way intended and Phase 6a will ‘plug into’ this area for surface water drainage requirements.
- 4.7 Regarding compliance with the s106 agreement attached to the outline consent, this reserve matters application will secure the delivery of the for remaining LAPs and accessibility to the Black Ditch Open Space. It provides the necessary detailed



drawings that show the precise boundaries of these areas, and the specification to which they will be delivered including landscape details, drainage and relevant construction details. The ecological management and maintenance details for these areas are also provided in the submitted Ecological Management and Mitigation Plan (EMMP). The only element of detail which is not provided with the submission is the programme of delivery as this is not possible to determine until a deliverable consent is secured. However, the relevant occupation triggers are noted and understood. This planning statement, and the accompany DAS, detail the evolution and design approach to these open space elements; it also details where there has been any change from what is required under the outline and the accompanying s106.

- 4.8 The only relevant change is the provision of some fitness equipment on three of the LAPs which follows discussions with Officers regarding delivery of the Fitness Trail and the evolution of the design concept for LEAP 4 (which is being delivered as part of Phase 6b). These changes will be regularised by a separate s73 application which is submitted concurrently with this reserve matters application and includes a proposed DoV the s106 agreement to ensure that the s106 is also duly regularised.
- 4.9 An affordable housing position statement is also provided, this summarises the s106 requirements, what has been provided at Hampton Park on the consented phases and what we are proposing in the final residential development parcels (the Local Centre, Phase 6a and Phase 6b). Phase 6a also delivers the remainder of the lifetime homes requirement.
- 4.10 Finally, the submission and the accompany drawings provided by Mayer Brown provide detail of the design and intended status of the estate roads that will be delivered, and the design of the final SUDs features with details of their management and maintenance. Any areas not adopted by WSCC or the Water Authority will be transferred to the management company that has been established for Hampton Park.

(b) Pre-application engagement

- 4.11 We have carefully considered and incorporated the comments raised by officers in previous phases of development. As a result, placemaking has been a cornerstone in the development of the scheme, and this has driven unit numbers, storey heights, street typologies, car parking design and open space placement.
- 4.12 We also entered into a detailed and proactive pre-application engagement with Planning Officers. The bulk of this occurred during August – October 2025 following the

submission of a detailed pre-application submission. Collaborative workshops were held during September 2025, and ongoing communication has continued to address issues raised.

- 4.13 Initial feedback from the workshops was received in a letter dated 29th September 2025, which resulted in some amendments being made to our design concepts., which are detailed below. The amended design concepts were submitted for further review and discussions by officers. They were also presented in a Steering Group meeting held on 17th October.

Initial amendments made:

- Northern boundary facing the Black Ditch – the hoggin footpath link has been brought out to the base of embankment. This reduces the level of built form on top of the embankment, allowing for a strong landscape buffer to be retained. The road and shared drives have been brought northwards slightly, providing for larger front garden areas and a more noticeable step change in character for the green edges.
- Eastern boundary (northern section) facing the playing fields – this area has also been redesigned. A dwelling has been removed, freeing up space to provide more driveway parking arrangements, reducing frontage parking and development and enabling more frontage landscaping to be provided. The road has introduced a traffic calming shallow bend, which also allows for a small landscaping area. Together this helps to define the green edges character area more.
- The existing pump station has been incorporated into the red line to enable landscaping to be provided around it.
- The redline at the entrance to the phase has also been extended to allow for an amended cycle link connection to be provided. The 3m cycle route is now contained to the northern side of the main estate road looping through Phase 6a. The only crossing point now is where it links to the route provided along the northern side of the southern swale.
- Garden distances have been provided on the shortest gardens to demonstrate compliance.
- All dwellings have a minimum 21m back-to-back distance.
- All tandem parking arrangements have been removed.
- Block A – access adjacent to the swale has been designed out, this means the road here is now shorter. Access is provided via a private drive adjacent to Plot 199. As result the refuse arrangements work better (shorter distances), and the redesign

has allowed for better streetscene / dwelling arrangement. All balconies are a minimum of 3sqm in size.

- Block B – car park entrance will be screened with a low wall / railing. The bin store fronts the highway allowing better access, and balconies of 3sqm are provided.
- The LAP and dwelling arrangement in the west of Parcel F2, has been redesigned to remove the need for rear access / courtyard parking arrangements. The LAP is well overlooked and positioned to ensure secure by design principles.
- The northern allotments will be moved south of the playing fields (subject to a separate RMA) – this removes the car parking requirements and large bridge feature in the east of Parcel F2. As a result, a much larger area of POS is now possible. A smaller steel pedestrian footbridge will be provided for maintenance of the former northern allotment land, which will be left as it is for ecology and flood compensation purposes. The bridge will be gated and locked.
- The LAP in the east of Parcel F2 will be redesigned to provide an element of seating that is separate from the more formal play area. Overall, the larger POS offering in this area provides a more meaningful space for all residents to enjoy.
- Blocks C1, C2 and C3 – the redesign of the LAP to the east and removing the northern allotment access means that these blocks have been pulled away from one another, allowing for more landscaping between them. This also reduces their bulk and massing in the streetscene.
- Road design has been rationalised and conformity with the following principles has been followed throughout the layout:
 - the width of the main estate road loop is 5.5m wide, with a 3m cycle route and 2m pedestrian pathway
 - shared surfaces are 4.8m, with a 1m service / maintenance strip on one side and 2m on the other which will provide more than enough space for pedestrians/cyclists and road users
 - private drives are 4.1m

4.14 Further formal responses from Planning Officers were received on 5th and 12th November 2025. This is detailed below, with our response in *italics*.

- Phase 6a
 - Positive to see changes to tandem parking in parking courts – these changes are supported. *Noted*

- LAP and reorganisation of layout in south-east corner is positive. Fencing to eastern boundary is understood, but it would be positive if boundary treatment could be used to soften this – there's a risk the fencing may look too utilitarian and hostile. This would lessen the amenity value and appeal of the open space and LAP. *Landscaping proposals will show hedging adjacent to the fencing, which as it establishes will soften the fencing.*

- Reorganisation of plots and LAP in south-west corner is an improvement. However, there is a risk this area could look very car dominated. Parking space for plot 230 to front of dwellings is not supported. *Parking for Plot 230 has been relocated.*

Parcel F2 needs to be viewed holistically and the significant area of landscaping around the LAP and new seating / landscaped area helps to provide a meaningful and functional greenspace for all occupiers of this area. This provision needs to be balanced with the need to deliver an acceptable quantum of residential development and the constraints presented by the railway line need to be considered. Notwithstanding this, there is significant space between the apartment blocks which will help to break up the perception of the car park courtyard and dominance by parked vehicles. Further the courtyard is located behind the apartment blocks and therefore will not be visible from the main street scenes or by those traversing through the area. The location of the car park also provides an important buffer with the railway line and ensures that habitable built form is set significantly back which will be a requirement of network rail.

- Green verges are still lacking. *The amended drawings submitted did not provide details of the landscaping and did not colour up the green verges therefore it may have been difficult to discern them. The planning application submission is accompanied by a full landscape drawing pack including soft and hard details. Careful consideration has been given to the development of this phase of development, balancing the requirements of the central spaces and green edges character area. We have also sought to carry through principles agreed and accepted on Phase 5, which comprises of the same character areas.*

Overall, it is considered that there are a lot of green verges throughout the site, they do vary in size, and more are provided in the green edges character area. The central spaces character area is of slightly higher density and verges are less

in this area, but this was an established design concept with the outline consent and was accepted on Phase 5.

- There's still quite a few trees located in areas where ownership and responsibility may be unclear. This is for example Plot 166 which has trees to its west and south – will these be under the responsibility and ownership of this plot, or the MC? *The submitted landscape drawings provide for a more considered placement of trees to avoid this conflict.*
- Outer edges and repositioned path is better. The footpath is quite straight – it would be good to add a little bit more organic movement to it. Plots 33 and 34 are still problematic. Could Plot 34 be re-orientated to face towards the black ditch? Parking for plot 33 should be removed from the outer road which abuts the black ditch. There should be no blank elevations onto this countryside edge, and dwellings should be reorientated to have principal elevations which face out to the north. *The path shown is following an existing route that is discernible from the topographical surveys, however, submitted plans have sought to make it more organic. The need to provide a DDA compliant access to it does provide a limitation, however.*

Regarding comments in relation to Plot 34 a different dwelling type is now provided for which has a frontage relationship with the Black Ditch. This has also allowed for plot 35 to be reconsidered and a semi-detached arrangement is now shown which has increased the number of units on this phase overall by 1 dwelling.

In terms of the parking arrangement for Plot 33, it does not encroach out on to the Black Ditch and is within the built line of development along this boundary. Appropriate landscaping is shown which ensures it is clearly related to the dwelling and does not appear as an incursion into the open space.

- Connectivity – there's lots of places where more footpaths could be added to improve pedestrian access and flow around the estate. I.e. from plot 112 to the highway to the north – or a continuous footpath along the swale running from the footpath to the south of plot 130, running north to the road. Desire lines should be considered. *A movement plan accompanies this planning application submission and further thought has been given to desire lines and natural movement routes.*

- More trees should be located along the swales. *A balance does need to be struck here as we need to avoid planting in the damp zone of the swales, however the landscape plans submitted with the application do show as much tree planting as is possible in these features.*

- LAPS

LAP 1

- The LAP provides an open inclusive play experience with a planted permeable boundary providing privacy to adjacent residents, incorporating gaps for natural observation and play experiences. This is supported. Ample seating was considered to be provided.

Equipment 4 & 5 caters for an older age range therefore request these two items be swapped and aimed at a younger user. The exchange of items 4 & 5 for lower level/reachable equipment would be better supported. *This change has been made an play logs, play boulders, jumping disks and block bridge are now proposed.*

Specification of equipment required with planning submission and bin style to be enclosed. *This information is provided with the application submission and bin styles have been changed across all LAPs.*

LAP 2

- LAP 2 design is supported with the design developed to provide greater openness and less formality. Generally equipment provision, seating, layout and fencing with planting to soften supported.
- Partial fencing is necessary for safety purposes. Envisaged that the fencing would become visually softer as the proposed adjacent hedgerow matures. *This is correct, the fencing will be softened as the hedges grow up against it.*
- Repetition of equipment between LAP 2 & 4 is noted – if there is addition to this range this could be swapped out, but accept that there is distance between the LAPs. *LAPs 2 and 4 are now provided with different range of play pieces.*
- Bin style to be enclosed. *As above bin style has been amended.*

LAP 3

- Officers requested that the look of this LAP is changed. Despite a more urban setting it is felt that this space would benefit from being more open without a fenced perimeter and to treat as more of a green space rather than a formally equipped play area. The space should still contain seating and soft landscaping trees and shrubs and possible low mound form but without fencing to enclose. Strategic tree and shrub planting would be incorporated to break up the green area and deter the use of ball games in this area. Surfacing to be grass, however the pathway east to west to be meandering and tarmac finish.
- This area would still be considered as an informal LAP area.
- Bin style to be enclosed.

As requested, this LAP has been redesigned to remove the equipment. Planting has been reconsidered to address the comments made and make it an attractive green space.

LAP 4

- Supportive of the design proposal with greater openness and separate seating areas for residential users. Seating provision supported with multiple seating options proposed including formal bench/picnic table and informal play boulder/play logs. The incorporation of play mounds to shape and influence over the user's direction supported. Play mound height discussed as +0.6m and appropriate to offset any potential overlooking concerns.
- Noted that there is no proposed formal fencing to LAP 4, the proposed enclosure is to be formed with dense understory and tree planting, together with native hedgerow adjacent to the pond and Black Ditch, This approach addresses safety concerns of play near water.
- Inclusion of Carpinus hedgerow and robust tree planting supported.
- The play provision and experience were positively supported.
- Repetition of equipment between LAP 2 & 4 was deemed acceptable.
- Bin style to be enclosed.

No amends required to the design. Equipment on LAP 2 has been amended to avoid repetition and diversify the play experience.

(c) Planning Policy Context

- 4.15 We have sought to incorporate an array of policy and technical requirements, particularly in relation to SUDs and drainage design and the setting back of development along the Black Ditch due to the Arun Valley SPA and wildlife utilising the Black Ditch.
- 4.16 The policy documents that we have had full consideration of are as follows:
- Arun Adopted Local Plan,
 - Arun Design Guide,
 - Arun Open Space and Recreation Standards SPD
 - Arun Parking Standards SPD.
- 4.17 We have also fully considered design advice contained within the National Design Guidance and Living with Beauty (Building Better, Building Beautiful Commission, 2020). The scheme fully embraces the guiding principles of those linked documents and, of course, the planning policy framework.
- 4.18 Of relevance is policy D SP1 of the Adopted Local Plan which states that all (housing) development proposals are to make efficient use of land, in tandem with attention to prevailing local area characteristics. The grain of new housing is required to embody the elements of landscaping, good architectural finishing, and pay due regard to existing trees and natural features.
- 4.19 We note that layouts (under Adopted Local Plan Policy D DM1) are to consider legibility, in terms of ease of navigation, and should incorporate focal points and active edges to neighbourhoods through incorporation of landscaping and open space features.
- 4.20 The Phase 6a layout follows these objectives and the principles of the approved masterplan and Development Framework Document, which sets out clearly the position of buildings and their relationship to the surrounding green infrastructure. In that sense, the layout is fully in accordance with both the approved outline scheme and framework document. In addition, thorough consideration has been given to the landscape and drainage parameters of the wider development from the outset.
- 4.21 Regard has been had to the Council's SPD on Open Space and Recreation Standards. A compliant level of open space is provided. We have also had regard to the damp zone concept and ensured that areas of formal activity are not included in the SuDs areas.
- 4.22 Private open space has been provided in accordance with the Council's minimum requirements as set out in the Arun Design Guide - as such gardens are a minimum depth of 10.5m, and the apartments have been provided with a minimum 3sqm balcony.

Building frontages are generally set back by at least 2m from the plot boundary, more in the green edges character area.

- 4.23 To ensure compliance with the Parking Spaces SPD, all 1-, 2- and 3-bedroom units have been provided with 2 spaces and all 4bed units are provided with 3 spaces (one is provided within a car port). Where on street parking arrangements are designed, these are small areas broken up with planting. Parking is not provided in groups of more than 4 spaces before broken up by planting. Further a 20% visitor parking provision has been allowed for. All units have access to an EV charging point, cycle storage is provided on the ratio of 1&2 beds = 1 space; 3 & 4beds = 2 spaces, cycle storage will be provided in rear gardens; and for the flats 1 space per unit is provided in secure storage. In addition, 36 visitor cycle spaces are provided in Sheffield hoops located throughout the development.

(d) Make up and Structure of the Layout

- 4.24 Phase 6a encompasses a development area of 22.2 ha. It is situated immediately east of phase 5 and extends eastwards towards the playing fields. 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 one to the south providing access to parcel F2 – these will link together providing a loop through the residential development area.
- 4.25 The configuration of the residential elements is contained within land use parcels E3, E4, E5, E6 and F2. A green swale runs north to south between E3/E5 and E4/E6 connecting (via a discharge pipe) into the southern extent of the central wetland area.
- 4.26 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 continues along the western edge with homes framing, and overlooking, the playing fields and open space that stretches out from them. These dwellings are set within good size plots with parking largely provided to the side in the form of driveways to reduce street clutter. The placement and type of dwellings proposed seeks to provide symmetry and a regular rhythm of development. This mirrors the pattern of development being delivered on Phase 5.
- 4.27 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 dwellings. Smaller detached dwellings are used in appropriate locations or to provide a

- focal point or interest in the streetscene. Two small apartment blocks are provided in parcel E5. They act as focal features in contained and structured locations. Overall, the central and southern elements provide for more traditional forms of development, set around a clear road hierarchy. They are also slightly higher in density with dwellings orientated to have a direct relationship with the street on which they are located. All dwellings are set back from the road / footways, but intervening landscape verges are more limited. The main landscape features in these locations are the SUDs features which run north to south, providing a prominent green break in the residential structure.
- 4.28 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 the super LEAP being provided on Phase 6b. Play provision overall is well distributed and easily accessible to all parts of the development.
- 4.29 Parcel F2 is located to the south of the development site and abuts the railway line to the south. It is predominately a residential parcel with two LAPs 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. The parking courtyard for the apartments is provided behind the built form, removing it from the street scene and providing a required buffer between habitable development and the railway line.
- 5.1 In general, lower density areas predominate the design, with the use of higher density areas limited to main routes through the development. Density is 39dph when calculated on a net developable area of 7.480ha across both character areas 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.
- 4.30 2½ storey houses have been limited, and these are focused along main roads / boulevards and western swale. This replicates what was provided on Phase 5 and is in accordance with the parameters established by the character areas. Buildings are also generally set back by a minimum of 2m to allow for softer frontages and landscaping.
- 4.31 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 via the central spaces. This was a character pattern established via Phase 5 and is carried through into Phase 6a.

(e) Character Areas

(i) The Central Spaces

- 4.32 The central spaces character area provides the central point of the main residential development parcels. As such it facilitates cohesion and helps to establish a sense of place that is unique to the development parcel. These areas help to provide variation in built form and as such is where some elements of 2 ½ built form are provided. The general form and aspiration for the 'central spaces' aims to allow for a higher density housing development within the main residential area. Hence, the use of a small amount of terrace housing, incorporating a mix of smaller and medium sized accommodation.
- 4.33 Architectural detailing is simple, with a traditional appearance.
- 4.34 In terms of road hierarchy, a main estate road loop provides for a formal structure, off which shared surfaces and private drives spur 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.

(ii) The Green Edges: A Traditional West Sussex Vernacular

- 4.35 The green edges are a more linear form of development situated along the Black Ditch and SUDs features. The aim has been to provide a naturalistic edge to the main residential parcels. They seek to soften the built form and provide an appropriate transition to the more open nature of the surrounding landscape features.
- 4.36 Dwellings are slightly more irregular in their placement, larger in size and tend to be detached with some limited elements of semi-detached. The design approach strongly accords with the West Sussex vernacular and has a softer more traditional appearance. There will also be traditional notes in its architectural detailing), including flint and brick (with detailing), tile hanging and weatherboarding. Brick details will include features such as banding, quoin details and chimneys.
- 4.37 The density is slightly lower than the central spaces, and street scenes are punctuated by focal buildings, particularly corner dwellings, embodying detailed elevations on both public facing facades, special fenestration and detailing. Whilst the ends of streets will be framed by the switch in vernacular to key buildings to control vistas to the countryside beyond.

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

(f) Formal Open Space and Landscape Strategy

- 4.40 Overall, the proposed development provides open space in accordance with outline requirements and looks to ensure permeability, particularly around the perimeter of the site and links to 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.
- 4.41 4 LAPs are provided in this phase of development. One in the northeastern corner of parcel E3. Another is in parcel E5 near to the proposed apartment block and the other two are in parcel F2. As previously mentioned, it is relevant that residents in Phase 6a will benefit from the LAP/LEAP provided directly to the east on Phase 5 and the new super LEAP in phase 6b. Play provision overall is well distributed and easily accessible to all parts of the development.
- 4.42 Built form has been set back from the northern boundary with the Black Ditch, this is partly for ecology, but also to provide for a larger area of structural landscaping graduating down to the Black Ditch. This also has flood compensation benefits.
- 4.43 Regarding the landscape strategy approach for the residential development parcels, the green swales provide something of an anchor feature and a natural break in the built form. This is then strengthened by the open character to the north and east with long distant views to the Black Ditch and Arundel Castle. This does allow for a verdant feel to the development to emerge. The main residential streets are more traditional and uniform in their appearance but street trees and set back distances are provided for as appropriate.

(g) Design of the LAPs

- 4.44 Design concepts for the 4 LAPs are provided with this submission. All have a level of equipment, some of which will serve a dual function as natural fitness equipment.
- 4.45 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).

- 4.46 LAPs 1, 2 and 4 all have some form of seating, and natural fitness equipment that doubles up play equipment. They also have an inclusive picnic bench. LAP 3 is a green space, with seating, landscaping and low mound to foster more imaginative play. Each LAP therefore seeks to provide a different mix and level of equipment and design to add interest and variety as users navigate the site.
- 4.47 With regards to the dual fitness / play function of the LAPs, this is due to the outline requirement to provide a fitness trail comprising of 30 pieces of equipment. The fitness trail concept has evolved to provide a greater play experience on the remaining play areas of Phases 6a and 6b. More natural fitness equipment is proposed, which is low key in design and encourages activities such as balancing, climbing, co-ordination and swinging. Most of this fitness equipment is provided within the super LEAP on Phase 6b, but some elements are proposed to be incorporated into the LAPs of Phase 6a. Therefore, the equipment will be suitable for younger children which are more likely to use the LAPs. It will enable a greater range of imaginative play. This does mean that more equipment than may usually be delivered for a LAP is provided. However, this should be viewed positively as it diversifies the play experience while maintaining a local doorstep concept for the areas.
- 4.48 The design concepts of each LAP are summarised in the accompanying DAS.

(h) Accessibility to the Black Ditch Open Space

- 4.49 As part of the proposals for Phase 6a, public accessibility to the northern section of the Black Ditch open space is provided (comprising an area of 32.79ha).
- 4.50 The whole of the area is very overgrown, with that to the east of the PROW 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.
- 4.51 Locals have expressed that historically there was access all along the Black Ditch, and from discussions with officers, it seems that people have used a route along the Black Ditch to travel east and west into the wider countryside area.
- 4.52 It therefore makes sense to re-establish this. However, this accessibility needs to be balanced with the need to preserve the ecological function of the area and minimise

disturbance to wildlife. As such, what is proposed is an informal footway network comprising 3m self-binding gravel tracks. This accords with the design parameters detailed in the Development Framework Document which accompanied the outline consent (ref: page 63).

4.53 In terms of providing accessibility from the development site, utilising the existing and used pathway in the west (Phase 2) is a logical starting point. A wayfinder will be located at the top of the footway along with a bin. The next key accessibility point is from the central wetland area, connecting into the informal mown footways that have been provided. This is also a logical point for a further wayfinder, bin and a nature information board. The view from this location will be a panoramic one of the Black Ditch and intervening countryside up to Arundel. Finally, accessibility to the east is required. The existing PROW will provide an existing connection for access to and along the Black Ditch, with a wayfinder.

4.54 An Ecological Management and Maintenance Plan (EMMP) for this area has been provided. It details how the overgrown areas will be managed and restored, and provides an overall maintenance plan for the area, including maintaining the footways. General principles of which will be as follows:

1. Mowing of the routes of the informal paths will be undertaken in September to avoid impacts to ground nesting birds and disturbance to wintering birds. Self-binding gravel can be laid after.
2. Grass mowing would only go to the top of the ditch banks.
3. The first cut will be carried out in two stages under ecological supervision. The first cut will be to a length of 15cm. After the first cut, the site will be left for 24 hours before the grass is then cut to ground level – this will avoid any potential harm to any wildlife. If any protected species are encountered the works will be halted and Natural England will be consulted.

(i) Former Northern Allotment Land

4.55 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.

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

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

(j) Housing Mix and Affordable Housing

- 4.58 Policy H DM1 of the Arun District Local Plan requires a mix of dwelling types and sizes, and to include affordable housing. The outline planning consent secures 20% affordable housing to be provided across the development split as follows: 50% rental units and 50% shared ownership dwellings.

- 4.59 The housing mix proposed is as follows:

Private tenure

- 1 bed apartment - 6
 - 1 bed houses – 10
 - 2 bed apartments – 11
 - 2 bed houses – 38
 - 3 bed houses – 131
 - 4 bed houses - 35
- TOTAL - 231

Affordable tenure

Intermediate

- 2 bed 3 person apartment – 12
 - 2 bed 4 person house – 7
 - 3 bed 5 person house – 7
 - 4 bed 6 person house – 2
- TOTAL - 28

Affordable Rent

- 2 bed 3 person apartment (WC) – 4
 - 2 bed 3 person apartment – 6
 - 2 bed 4 person apartment – 8
 - 2 bed 4 person house – 1
 - 3 bed 5 person house – 8
 - 4 bed 6 person house – 2
- TOTAL – 29

- 4.60 Included with this submission is an affordable housing position statement, which summarises the s106 requirements, what has been provided on the site within the consent phases and what we are proposing in the final residential development parcels (the Local Centre, Phase 6a and Phase 6b).
- 4.61 Overall, 1,108 homes are currently being projected for Hampton Park. The outline consent requires 20% to be affordable housing which equates to 222 dwellings overall.
- 4.62 In terms of compliance with the overall mix and tenure of the s106, the position is as follows:
- 4% 4-bedroom houses – 7 units provided overall which equates to 3.2%
 - 33% 3-bedroom houses – 67 units provided overall which equates to 30.6%
 - 27% 2-bedroom houses – 54 units provided overall which equates to 24.8%
 - 36% 2-bedroom flats, including 12 wheelchair unit – 92 units provided overall which equates to 41.4%
- 4.63 The slight under provision of 2BH (by 2.2%), 3BH houses (by 2.4%) and 4BH (by 0.8%) and the over provision of 2BF (by 5.4%) is due to the local centre providing a lot of flatted accommodation. We have tried to reduce the number of flats as much as possible, but they cannot be avoided over the retail and community elements and are needed to ensure that overall loss of numbers is kept to a minimum.
- 4.64 We have also not quite provided the required 50/50 split between rented and shared ownership, instead the split is 53% rented / 47% shared ownership. However, given it is the rented product, which is tilted as the overprovision, it is hoped that the Council will consider this relatively minor deviation acceptable.
- 4.65 Phase 6a also delivers the remainder of the lifetime homes requirement – 10% of the affordable dwellings need to be delivered to lifetime homes standards. We are providing for 222 affordable dwellings across all phases, 10% equates to 22 needing to be to lifetime homes standards. Phase 6a seeks to deliver 4, taking the overall number to 24, therefore we have over-provided in this respect.

(k) Drainage and Flood Risk

- 4.66 As with previous phases of development, and in accordance with the Arun Design Guide, the drainage strategy is a cornerstone of these proposals.

- 4.67 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 to the east of it drain into.
- 4.68 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 accommodate the development requirements of Phase 6a.
- 4.69 The only elements of the site wide drainage system that require delivery as part of this Phase 6a RMA, is the single swale feature and the reprofiled pond.
- 4.70 The swale has been designed as per the parameters established with Phase 5 and incorporate the damp zone and off sets required to ensure that it functions as designed. Principally, the scheme will use the green swales running in a north-south alignment to collect and store surface water before discharging into the central wetland area.
- 4.71 The existing pond has been reprofiled to accommodate the engineering design of the bridge crossing the Norway Ditch. Its size and capacity have been determined by its functional relationship with the wider swale network and requirements of the development which feeds into it. It has always been a feature of the wider SUDs strategy and central wetland area design.
- 4.72 Phase 6a falls within a drainage catchment area known as 'South and East of the Central Wetlands'. The functionality of this area was approved under planning condition discharge LU/122/24/DOC in relation to the central wetlands area RMA. Overall, capacity was designed into the central wetland area to accommodate the requirements of Phase 6a, with the SUDs features brought forward within Phase 6a support that design and function.
- 4.73 The technical note prepared by Mayer Brown provides further explanation of the design and functioning of the swale and how this connects into the design capacity of the central wetland area.
- 4.74 It can be concluded that the layout combines sustainable drainage systems, SUDs, in accordance with Policy W DM3 (Sustainable Urban Drainage Systems), and appropriate attenuation.
- 4.75 A Flood Risk Assessment Addendum has been provided by Stantec, this report confirms that the RMA for Phase 6a is consistent with the Outline consent and sequent established design parameters, which can be summarised as follows:
- Finished Floor Levels (FFLs) across the development are to be a minimum of 500mm freeboard above the extreme 1 in 1000 Annual Probability (AP) flood level

of 2.38m AOD (as proxy for the reference 1 in 100 AP plus climate change flood level). As the development platform is a minimum of 4.0m AOD this freeboard will be significantly exceeded.

- The floodplain storage analysis has been reappraised to allow for refinements of the to the scheme delivered through the RMAs. The approved strategy for floodplain compensation over the wider site demonstrates an improvement in floodplain capacity (over the wider site) of +8,000m³. The RMA for Phase 6a provides a net improvement from the approved scheme through a realignment of the northern boundary to retain more open space alongside the Black Ditch, and this update is detailed separately as part of the Open Spaces RMA.
- Continuous safe and dry access is provided to all units across the development.

4.76 Foul sewage will be pumped through the existing network in Phase 5, and will join the new Southern Water rising main, that is now operational and subject to the s104 Agreement.

(l) Energy and Electric Vehicle Charging Points

4.77 In accordance with Condition 31 of LU/47/11 10% of the energy supply of the development shall be secured from decentralised, renewable or low carbon energy sources - the proposal here is for a fabric-first solution. In addition, all of the houses will be provided with air sourced heat pumps. 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. Therefore, a minimum 10% of the new household's energy requirement will be generated from carbon reduction as well as incorporating the rigorous up-to-date building regulations, ensuring homes are energy efficient (Policy ECC SP2).

4.78 This phase also incorporates electric vehicle charging points, in accordance with the Council's SPD, dated January 2020. For the proposed development, 231 active EV charging points are dedicated for each unit with a driveway plus 57 active allocated EV charging points (via individual or dual pillars) for those with courtyard or on street parking arrangements.

(m) Trees

- 4.79 The proposals align with Adopted Policy ENV DM4 by providing the necessary arboricultural assessment, tree survey and protection plan with the application submission. There are no notable trees on the Phase 6a land, and there will be some minor tree and hedge removal to accommodate development. However, this will not have any impact on the wider setting and their loss will have no detrimental impact on local character. Further the proposed landscape scheme seeks to introduce new trees and planting as part of the development proposals which will mitigate the loss.
- 4.80 Regarding the creation of a footpath access in the Black Ditch Open Space, there is the potential for some impact on the RPAs of retained trees in some places, however a precautionary no dig approach will be taken to their construction. This is detailed on the tree protection plan.

(n) Ecology

- 4.81 The site was previously dominated by horticultural uses and broad areas of hard standing, which have been removed.
- 4.82 The whole of the development site of Hampton Park lies with the Impact Risk Zone 2 for the Arun Valley SPA. Therefore, a Shadow HRA is required and is submitted alongside this RMA. This report will enable officers to conclude whether the proposed development will lead to significant effect on the SPA.
- 4.83 The Shadow HRA undertaken by ECOSA considers four source-receptor pathways:
1. The development site is not within 600m of the SPA and as such this source-receptor was screened out.
 2. The wintering bird surveys that were undertaken have found no presence of the Bewick Swan on site or in adjacent habitats therefore this source-receptor pathway was screened out.
 3. It was determined that while the site is connected hydrologically to the Arun Valley SPA, it is located down river and therefore the proposed development will have no impact on the SPA, this source-receptor pathway was screened out.
 4. It was determined that the proposals would not lead to higher levels of nutrients entering the Arun Valley or lead to water pollution by virtue of its downstream location, this source-receptor was screened out.
- 4.84 As a result, it can be concluded that the proposals alone will have no likely significant effect on the Arun Valley SPA as a result of these identified source-receptor pathways.

Further, as per the EU ruling of *Peter Sweetman and Others v An Bord Pleanála* an in - combination assessment is not required.

- 4.85 Notwithstanding the lack of Bewick Swans, other species were evident using the site and wider area, the setting back of development from the ridge of the Black Ditch has therefore provided an opportunity to enhance landscaping and reduce the potential disturbance to any birds utilising the Black Ditch area.
- 4.86 Updated survey work has been carried out in 2025, and the results are contained in the Ecological Impact Assessment undertaken by ECOSA. There was no evidence of water voles, notable invertebrates, badgers, great crested newts or hazel dormice recorded during the survey work. However, reptiles, birds and bats were found to be present.
- 4.87 ECOSA have also prepared an Ecological Mitigation and Management Plan which details the proposed ecological mitigation for this phase of development in more detail. The management period is 10 years from the commencement on site, and its overall objective is to retain and enhance the long-term ecological value of the site. These will be achieved through the following measures:
- The protection of retained habitats within the site.
 - Creation of new, native species-rich and wildlife friendly habitats to enhance biodiversity at the site; and
 - Establishment of long-term management prescriptions for new and retained habitats to ensure the habitat diversity and suitability for wildlife is maintained.
- 4.88 Specific mitigation measures detailed for Phase 6a are as follows:
- 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 to be installed on appropriate / identified 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.
- American 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.

(o) Parking

- 4.89 The parking standards in this development comply with the obligations set out in the ADC Parking Standards Supplementary Planning Guidance. Overall, the scheme provides for 580 allocated spaces, 35 carports, 61 visitor spaces (20%), and 14 unallocated visitor motorcycle parking spaces (5%) and 36 visitor cycle parking spaces (288/8). Specifically, there are 2 car parking spaces for each 2 bedroom and 3-bedroom unit and 3 car parking spaces for each 4-bedroom dwelling. There are also 14 allocated spaces for disabled badge holders and 36 cycle visitor spaces.

(p) Compliance with Building Regulations

- 4.90 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).
- 4.91 As detailed above, at least 10% of the developments energy supply to be from decentralised and renewable or low carbon energy sources. Further all dwellings will have an EVCP as per adopted standards.


- 4.92 With regards to space standards, as per adopted local plan policy D DM2 all dwellings are NDSS compliant. The wheelchair units are Part M4(3) compliant.

(q) Noise, Vibration and Overheating

- 4.93 A noise assessment has been undertaken by Tetra Tech and accompanies this planning application submission. As well as noise from roads within and outside of the site and the railway line, it also considers potential noise sources arising from the playing fields and car park.
- 4.94 Noise maps show that only F2 is negatively affected due to its proximity to the railway line. Noise levels here are in the 55-60dB range and as such mitigation is required in the form of enhanced double glazing and trickle vents will be required to habitable windows. Some dwellings fronting on to the main estate road also require an uplift in glazing and a trickle vent.
- 4.95 With regards to vibration, the noise report details that based on the maximum and average vibration values taken of single train passes. It concludes that vibration levels would result in a maximum VDV of $0.04 \text{ m/s}^{1.75}$ (z-axis) during the daytime period and a maximum VDV of $0.03 \text{ m/s}^{1.75}$ (z-axis) during the night-time period, which fall below the threshold criteria for 'low probability of adverse comment' set out in BS 6472:2008.
- 4.96 Turning to overheating, due to expected noise levels a TM59 Assessment has been undertaken by Southern Energy Consultants. This provides details of the plots which require a change in window specification to reduce the impacts of overheating. Further, some plots are identified as needing mechanical purge ventilation.
- 4.97 The mechanical units which Persimmon typically install are the Zehnder LPID 100's or Titon TP625's, commissioned at various flow rates. To avoid noise nuisance at ventilation terminal, Zehnder recommend flow rates not exceeding 30l/s for the LPID100 and Titon recommend not exceeding 40l/s for the TP625, for a single extract unit. The ventilation mitigation specifications detailed in the TM59 Assessment address this.

5.0 Concluding Remarks

- 5.2 The 288 dwellings proposed runs forward from the outline consent for up to 1,260 homes in North Littlehampton. Fundamentally, the scheme follows the principles of the approved masterplan in the North Littlehampton Strategic Development Framework Document, and it embodies the principles in the Arun Design Guide. In addition to the residential dwellings, it seeks to deliver SUDs features, 4 LAPs and public access to part of the Black Ditch open space, all in accordance with the outline permission requirements and parameter plans.
- 5.3 There is continuity with Phase 5, and the residential development element is very much a continuation of this phase, as the same character areas are involved. As such development design ethos continues with the traditional vernacular. There is multi-faceted landscaping and strong green linkages that dual as attractive drainage features, transitioning into the countryside beyond the site's perimeter.
- 5.4 The proposed layout can be weaved comfortably into the site's locational setting and physical attributes. The residential element of the development is a continuum of the neighbourhood structural pattern from the western phases to the east of the wetlands - with a good balance between green space and built development. This site has the great advantage of having a green setting, via strong existing green boundaries to the west and north.
- 5.5 Full consideration has been had to the extremely helpful pre-application advice given by Officers, particularly in relation to the site's relationship with its green edges and the nature of the play provision provided on site. As with all planning applications, particularly those that are part of a large multi-phased, multi-use development site, a balanced approach needs to be taken the consideration of the details submitted. The set parameters of the outline consent need to be weighed with site constraints and opportunities and the need to provide a quantum of development appropriate to the site and its surroundings. Blended in with this, it is necessary to view all elements holistically and not just look at areas in isolation. Often landscaping is provided in concentrated areas, to ensure that they are meaningful and functional, resulting in streets where development is more concentrated. However, always consideration has been given to the Council's policy and guidance, as such parking is provided to acceptable ratios, and broken up with landscaping, development set back to provide frontage spaces for the dwellings, and back-to-back distances / garden depth requirements are adhered to.

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- 5.6 It is also relevant to highlight that density is 39dph when calculated on a net developable area of 7.748ha 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.
- 5.7 In conclusion, Phase 6a combines local authority guidance, the green opportunities available for a resident-friendly environment and the need to create clusters of individual neighbourhood character; and, also, to pick-up on the design facets of earlier phases in the strategic area.
- 5.8 Persimmon Homes therefore commend these development proposals as an appropriate response to the site, its setting, and the fulfilment of Local Plan requirements and policies. Moreover, the present ADC-wide deficit in 5-year land supply is a compelling factor, for early implementation. Further, the scheme fully embraces the NPPF's insistence on achieving high-quality buildings and places.