

# Planning Statement

Local Centre and Phase 6b Reserve Matters Application  
Hampton Park, Littlehampton

November 2025



# EXECUTIVE SUMMARY

This planning statement supports the Local Centre and Phase 6b reserve matters application for our Hampton Park development site. It seeks the following:

- A Local Centre comprising 1,472sqm of retail floor space, 418sqm of community centre floor space, 94 residential dwellings, a civic public open space (0.35ha) and a community car park.
- 17 residential dwelling on the former Youth Facility Land use parcel.
- A super LEAP (incorporating a fitness equipment / trail) on the former Community Facilities Land use parcel comprising 0.62ha.

The provision of a 'super LEAP' on the community facilities land use parcel, the change in approach to delivery of fitness equipment, 17 dwellings on the youth facilities land parcel, the provision of the community centre use in the local centre and the relocation of the care home land use parcel to a different position within the local centre require regularisation through a separate s73 application. This has been prepared and is submitted concurrently with this reserve matters application.


The overall scheme will consist of 1, 2, and 3 bed dwellings; tenure will be 82% market housing and 18% affordable housing. This accounts for the site wide reconciliation required against the s106 requirements.

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.

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 development proposals are:

- Persimmon Homes – Architecture and Design for Phase 6b
- Stiles Harold Wilson – Architecture and Design for the Local Centre
- Mayer Brown – Civil Engineering
- Stantec – Flood Risk

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- ECOSA - Ecology
  - ACD – Landscape
  - Tetra Tech – Noise
  - Southern Energy Consultants – Sustainability and Overheating
  - Barrel Tree Consultants – Tree Survey and AMS
  - Retail Impact Assessment – Stiles Harold Wilson

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 a reserved matters application in relation to Persimmon Homes' land at North Littlehampton for the Local Centre and Phase 6b. The original outline consent 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 The components of this reserve matters application are as follows:
- A local centre comprising 1,472 sqm of retail floor space, 418 sqm of community centre floor space, 94 residential dwellings, a civic public open space (0.35ha) and a community car park.
  - 17 residential dwelling on the former Youth Facility Land use parcel; and
  - A super LEAP (incorporating a fitness trail) on the former Community Facilities Land use parcel comprising 0.62ha.
- 1.3 The provision of a super LEAP on the community facilities land use parcel, change in approach to the delivery of fitness equipment, 17 dwellings on the youth facilities land parcel, the provision of the community centre use in the local centre and the relocation of the care home land use parcel to a different position within the local centre require regularisation through a separate s73 application. This has been prepared and is submitted concurrently with this reserve matters application.
- 1.4 The design parameters for development at Hampton Park were established through the outline planning permission, which included an extensive and forensic process undertaken during 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 the local centre and Phase 6b.
- 1.5 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.

- 1.6 Two previous reserve matter approvals have delivered the highway network that forms the local centre. These approvals were the IDR RMA – LU/92/16/RES (B3/B5 access road) and Phase 2 – LU-121-17-RES. However, as part of the local centre design several of the access points that these previous RMAs consented need amending – either being closed or relocated. As the RMA for the local centre includes the areas where amendments need to be made to the approved highway structure in its red line, the local centre RMA (and its approved drawings) will effectively supersede the previously approved drawings and no further regularisation through the planning system would be required.

## 2.0 The Reserved Matters Site

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

- The local centre, which comprises parcels to the east of the Nightingale Way.
- The community centre and youth facilities land which lie north and south of the main avenue, south to the central wetland area.

2.2 All parcels are within the North Littlehampton Strategic 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 separate reserve matter applications for Phase 6a and the remaining open spaces comprise the remainder of the Strategic Allocation 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 comprises two distinct areas.
- 3.2 The first is the local centre, which is in the western extent of the North Littlehampton Strategic Allocation. It comprises the retail blocks A and B, residential parcels B1, B2 and part C1, the care home area and the parking square. To the north and east is residential development delivered under Phase 2, to the south dwellings delivered by Bovis Homes, to the west the Lymminster Bypass and the non-residential land use parcel which will be delivered by a third party.
- 3.3 The second element is Phase 6b, this comprises the former community centre and youth facility land, which are bounded to the north by the central wetland area and the railway line is to the south. To the west is existing residential development of Toddington Lane and to the east are the education land parcels and residential development associated with Phase 6a.



## 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 seeks to accord with 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. 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 this reserve matters application these land uses are the retail, community use, residential and open space.
- 4.4 The second cornerstone was defining specific character areas. All reserve matter applications have needed to demonstrate compliance with the character areas relevant to its development proposals, and this application is no exception – here it is the local centre, southern quarter and a semi-bespoke green edge character areas that are relevant, as detailed later in the 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 land use parcels and how they create key desire lines that connect to the earlier phases of development.
- 4.6 The final cornerstone was the drainage strategy for the whole development site, and these land use parcels will connect into the systems that have already been delivered.
- 4.7 With regard to the retail provision proposed, the outline consent granted approval for up to 3,500sqm of Class A1 (retail) floorspace. This reserve matters application seeks to deliver 1,472sqm of retail floorspace. This level of provision is a result of the changing retail market, the relocation of the community centre into the local centre, the new requirement to deliver a large Civic POS and the need to balance the provision of active uses with car parking requirements. The latter three having a direct impact on the



amount of land available to secure retail and residential uses. Even though the provision of retail use is an in-principle issue dealt with as part of the Outline, due to these changing circumstances an updated Retail Impact Report is provided with the application submission.

- 4.8 Regarding compliance with the s106 agreement attached to the outline consent, this reserve matters application will secure the delivery of LEAP 4, elements of the fitness trail and a combined community / youth centre provision. Open space youth facilities have also been incorporated into the super LEAP concept in lieu of the financial contribution. 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 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.
- 4.9 The ecological management and maintenance details for these areas, and the wider local centre and residential development are also provided in the submitted EMMP.
- 4.10 This planning statement, and the accompany DAS, detail the evolution and design approach to the design and delivery of these elements; it also details where there has been any change from what is required under the outline and the accompanying s106.
- 4.11 The changes proposed to the outline consent as part of this reserve matters application will be regularised by a separate s73 application which is submitted concurrently with this reserve matters application and includes a proposed DoV to the s106 agreement to ensure that the s106 is duly regularised.
- 4.12 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).
- 4.13 Finally, the submission and the accompany drawings provided by Mayer Brown detail the design and intended status of the small estate roads that will be delivered. Any roads 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**

- 4.14 We have carefully considered and incorporated the comments raised by officers in previous phases of development. As a result, place-making 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.
- 4.15 We also entered into a detailed and proactive pre-application engagement with Planning Officers. This comprised two key elements, the first was a discussion around feasibility and concept design in Spring 2024, which involved an onsite meeting with the Director of Place at Arun, and the submission of a feasibility design pack and meeting during the Summer of 2024. The key themes that emerged from these discussions were the need to have place making at the heart of the design evolution, with a large Civic POS being central to this – a concept which evolved from the community car park of the outline, and the rationalisation of the retail provision. There was also acknowledgement regarding likely parking arrangements (predominately courtyard parking) due to the mix of units being delivered. The concept of the community use relocating to the local centre was also discussed and agreed upon, along with acknowledgement of density and the likely height of built form.
- 4.16 The second was a more detailed pre-application engagement process in the Summer of 2025, which involved a workshop with various officers in September 2025, and ongoing communication has continued to address issues raised. Initial feedback from the workshops was received in a letter dated 29<sup>th</sup> September 2025, this resulted in amendments being made to our design concepts, which are detailed below. The amended design comments were submitted for further review and discussion by officers. They were also presented in a Steering Group meeting held on 17<sup>th</sup> October.

### Initial amendments made:

- Civic POS
  - A larger central focal area has been provided with a multi stand tree central feature and a planting area around this.
  - The benches are greater in number and allow for more social gathering. Potential for anti-social activities has been considered.
  - Cycle hoops are shown on the landscape drawings.

- The POS will be an all-public area, likely managed by the management company for the development. However, a larger area has been provided in front of the community use to enable the overspill of activities if they require a more closely aligned outdoor use. As such the linear pedestrian feature is wider, with some planters / benches. Some hooped cycle spaces are also provided.
- More soft landscaping has been provided, and the hardstanding areas rationalised.
- Larger pergola features have been provided, creating areas of shelter and additional visual interest.

#### - Community building

- A pergola feature has been added to the front elevation to allow for signage and better visual relationship with the retail building.
- The north and south side elevations have been reviewed to remove the large catslide roof, which was considered to be visually prominent / intrusive. As such the first and second floor accommodation arrangement has been reviewed. The side elevations are now two storey with a more active frontage.
- Window hierarchy / size has been reviewed.
- Following engagement with the Town Council, the internal configuration of the community use has been re-designed to meet with their requirements – namely 2 halls rather than 3, more storage provision, re-positioned and re-sized kitchen, rationalisation of windows / sliding doors (less glazing is now shown) and consideration of emergency accesses.

#### - Residential Block A

- Generally, the design of this building was supported.
- The landscape strategy incorporates a feature that makes the parking courtyard clear that it is private for residential parking.
- Surface treatment of the car parking area has been considered and is shown in block form.

#### - Retail Block

- We were encouraged to consider a green or blue roof on the lower roof level – we are showing a brown roof, which was already a design feature.
- Better connection with the community building was needed – the pergola feature that has been added to the community block better reflects the design of the retail frontage.
- We have introduced some variance to the roof form. Gable ends would be incongruous with the design, so instead parapet features have been reconsidered to provide a more staggered / recessed concept.
- Window hierarchy / size has been reviewed to provide uniformity in the elevation.
- Delivery area has been redesigned to use the space better.
- Cycle and trolley parking has been incorporated into the layout of the parking / frontage areas.
- Parking area has been reviewed to provide better separation between residential and retail spaces. This has resulted in less retail parking spaces but the deficit will be made up in the community car park area.

#### - Townhouse element

- The access between Blocks 8 and 9 has been reconsidered to be more visually attractive through boundary treatment and landscaping.
- Frontage car parking has been broken up, and tandem arrangements removed – to achieve this built form has been moved into the previously shown landscape strip.
- Gardens in Block 8 (plots 1 and 20) have been realigned to form a neater streetscene that is better aligned.
- More frontage landscaping has been provided for.

#### - Community car park

- This area has been re-designed to accommodate additional parking for the retail users.
- In addition, a small residential block is provided – this residential block will mirror the form, mass and design of Block A and therefore provides for an appropriate street scene.

- Phase 6b
  - Generally, this area was okay.
  - The tandem parking arrangements have been designed out.
  - A street scene of relationship with Tully Cottages is provided with the submission to demonstrate how levels will work in this area.
  - More tree planting has been provided around the bus stop area.
- General comments
  - Overheating needs to be considered – a report is submitted with this planning submission.
  - Engagement with the town council on the community building was also undertaken and the layout proposed has evolved from discussions to ensure that their requirements are met.
- The LEAP
  - The nautical theme presented was not supported, instead we were encouraged to look into local folklore
  - Amended design concepts were developed around a castle and dragon concept, based around the legend of the Knucker Dragon. The Knucker Dragon is a water monster / spirit, so this concept fits in with its location at the end of the Central Wetland Area. Castle and drawbridge concepts have been incorporated into the design along with a range of play equipment and experiences so as to facilitate imaginative play.
  - More consideration was given to older children / teenage use of the area, with suggestions of providing a sheltered area, a calisthenics rack and 3-way shooter. Discussions were had around BoxUp provision and table tennis but these were discounted. Rather the area should be developed with the aim of providing a recreational / socialising space with a specific aim of being inclusionary for all genders
  - The fitness area concept has also evolved – there was little support for the provision of adult fitness equipment, instead it was felt that fitness related play equipment could be better incorporated into an enhanced play design that would better diversify the experience and appeal to a wider range of young people – not just little children. As such dual function fitness / play

equipment will be provided alongside the traditional play equipment suitable for a LEAP.

4.1 Further formal responses from Officers were received on 5<sup>th</sup> November and 12<sup>th</sup> November 2025. This is detailed below, with our response in *italics*.

- Civic POS

- Pergolas and timber archways could be made larger to provide additional and more substantial shelter.

*This design amend has been incorporated into the submitted details.*

- How will the disabled parking be accessed? There appears to be no drop kerb, and users would have to drive over a verge and footpath. What will the treatment of the verges be?

*There will be a dropped kerb to facilitate access directly off Anderson Way.*

- What is the purpose of the deliveries space to the south? What will this serve? Does this need to be specifically for deliveries, or could this just be unallocated?

*This has come directly as a request of the Town Council who require a dedicated space for any delivery requirements to the Community Centre, including those of users of the halls. This area can be clearly marked as being a delivery bay for the community centre.*

- Block A - Residential

- Blank flank elevations are still in situ. As requested before, fenestrations should be included on these facades.

*Noted the application submission includes details for these elevations, which include bathroom windows and brick detailing.*

- Block B – Community and Residential

- It is positive to see Officers comments have been taken on board with this design. The entrance to the community centre is better, and having a central doorway with canopy and signage is supported. The internal layout is far improved.

- It is still felt however that the rest of the community centre element is lost within the principal elevation (west), and this block reads primarily as a residential unit.

Were the large glazing as shown on the previous design reinstated, and a larger canopy and signage (perhaps reflective of the canopies as shown for the entrances on Block C) incorporated, this would aid in drawing more attention to this as a differing use and better differentiate from the residential use above. The community centre should be the predominant feature of this building, and its entrance made more prominent.

*The amended design submitted followed engagement with the Town Council. However, to address officer comments, the canopy and signage has been extended to replicate that of Block C. Glazing has also been increased, though privacy concerns of the Town Council have been balanced.*

- It is also unclear whether the canopy would offer sufficient cover / shelter for seating outside. It may be that this canopy needs to be extended in width and depth, to offer more shelter. The canopy should span the full width of the community centre. It also appears a slatted timber style canopy is proposed. Officers feel it would be better to have a solid flat roof to offer shelter during all weather conditions. This could incorporate a green roof.

*As above the canopy has been extended to replicate that of Block C, it therefore now provides meaningful shelter.*

- It would be good to see a design option where the blue/black engineering bricks are continued around the whole circumference of the ground floor.

*This detailing has been extended around to the side elevations.*

- The side elevations do appear quite busy and imbalanced as a result of the number and positioning of fenestrations. However, this may be acceptable with screening.

*The extension of blue/black bricks help to reduce the busy appearance of the elevations. Details are also provided with the submission on the landscaping proposed to help further reduce this from street level.*

- The community centre entrance to the rear is good, however it would be better if small signage, like the signs for Flats A and B, is also added so that this entrance can be differentiated from the residential entrances. It is appreciated this entrance is not to be used as heavily as the front entrance, however there should still be some signage.

*Small signage locations have been incorporated. Further details could be secured by condition if deemed necessary.*



- Block C - Retail and Residential

- The fenestration changes and introduction of differing brick bond is supported. However, Officers are of the opinion that the previous two-tone brick design was more attractive and added more variation to the building.

*The submitted design has reverted to the original two-tone design.*

- It is appreciated Officer feedback requested that the height differences in the roof line be given a bit more variation. However, the larger rim and higher roofline appear out of proportion with the windows and other fenestrations and looks imbalanced. The previous roofline was preferred.

*The submitted design has reverted back to the original roofline.*

- It is a shame that the canopies surrounding the balconies have been lost. These add variation and interest to the elevations and should be reinstated to the new design. *Canopies have been reinstated.*

- Instead of green render at the residential entrances, the different brick bond from the upper floor should be used. *Brick bond detail is now incorporated.*

- The loss of glazing at ground floor on the east elevation is disappointing. This results in a large blank façade at ground floor to the right side of the building.

*Additional areas of glazing have been added to the submitted design.*

- The west elevation has quite blank facades. Could something more be added to incorporate more interest or variation in the design.


*Landscaping is proposed all along this elevation and will therefore break up the blank element of the ground floor. On the upper floors the recessed residential element will be visible providing interest and an active elevation.*

- The reconfiguration of the residential / retail parking is supported. There is now a better distinction between the differing uses. Will signage be used to indicate these areas are private? Where would this signage be located?

*Yes, signage will be incorporated, the details of which can be conditioned if necessary.*

- The whole parcel is still very car dominated and only meets minimum parking requirements. This does indicate that this phase is overdeveloped, and reconsideration of the number of units being provided should be had.

*We do not agree that the area is overdeveloped. The concept for the local centre has evolved much from what was envisaged with the outline consent. At the request of Officers, a very large standalone Civic POS is now at the heart of the*



*area, while this has placemaking and design benefits it has significantly reduced the areas available for development, with unit delivery further limited by the need to provide adequate parking levels. This has naturally meant the development parcels have less embedded non-functional landscaping, this must be balanced and indeed viewed in the context of the large multi-functional civic area which is just across the road. When considered holistically, and by users at street level, we do not believe the local centre is one of overdevelopment. It is the area of highest density at Hampton Park, but this was always the case. Indeed, the illustrative masterplan which is secured with the outline consent shows a far higher density of development, with significantly larger expanses of parking and much less landscaping and no real usable open space. Therefore, we contend what is being proposed with this application is a significant improvement in place making.*

*Regarding parking, we are providing parking provision to the Council's standards, each residential dwelling is provided with 2 allocated car parking spaces, along with 20% visitor provision. This is not the bare minimum, but rather in full accordance with the Council's standards for residential development. With regards to the parking provision for the retail, we are providing for 1,472sqm of retail floor space which equates to 105 spaces. We are providing for 108. 74 spaces are provided in front of Block C, with the balance unassigned in the community car park, meeting the 1 space per 14sqm parking standard requirements with 3 additional spaces. The appropriateness of this level needs to be considered with the site-specific circumstances of the area, namely that this is a local centre predominately for the residents of Hampton Park, therefore while there will naturally be parking demands for the uses many will walk / cycle to the facilities provided. A balanced approach needs to be taken when designing mixed use areas - activity and use should not be comprised by overproviding for car parking. This encourages unsustainable means of travel and overburdens the area.*

- There is very little surveillance of the residential parking for the Block C flats, which is problematic. Reorientation of the townhouses may be necessary. *Plots 31-34 have been reorientated to provide the necessary surveillance.*
- It is disappointing to also see officer comments have not been addressed in respect of the one-way access connecting Plots 21-30 to the parking area to the

north. Concern has been raised about the street scene that will be created in this area, the lack of surveillance and whether any soft landscaping will be used to make this space less hard and imposing. *This has now been designed out.*

- Visitor parking should be more spread out across the parking areas. It is positive to see more visitor parking has been incorporated, however. *We have sought to address this as far as possible while also ensuring the 2 spaces per residential dwelling are provided in a logical manner.*
- Will signage be used to indicate there is overflow retail parking in the community car park? Will any measures be in place to prevent those shopping in the main retail unit taking trolleys to the community car park? There is a risk that trolleys will be discarded in this car park and not returned to the trolley shelter in the local centre parking area to the south of Block C. *Signage will be incorporated and further detail could be secure by condition. A trolley shelter is also provided.*
- No tracking details have been provided, and as such it is difficult to assess how vehicles will navigate the dead ends in the car parks, or whether two cars can pass at points. Will there be enough space for vehicles to turn around? *Full tracking details are provided with the application.*

- Block D – Residential

- Officers are still opposed to this proposal. Further uses should be explored for this space, and further evidence should be provided to justify why residential should be located here over other alternatives.

*Officer comments are noted; however, it is important to ensure the schemes viability and deliverability. Therefore, we do need to maximise unit delivery. The scheme has evolved considerably from the outline consent and as detailed above we are now delivering a large Civic POS in addition to the community car parking area of the outline. This has significantly reduced the area available for development, with unit delivery further limited by the need to provide adequate parking levels. It is considered that the introduction of Block D provides a balanced approach – it will provide a complementary built form to Blocks A and B opposite and helps to provide a sense of enclosure to the local centre, providing a very clear sense of place and purpose. It also provides activity to an area that would otherwise be a large parking courtyard and will help to support the creation of a well-balanced and functioning local centre. The building can*

*easily be accommodated with requisite parking and landscaping appropriate to its location.*

- Townhouses

- These units are still dependant on sufficient supporting information in respect of noise. We are chasing comments from EH on this matter.

*During the workshops held in September the EHO did not raise any significant issues with this element of development. He required the application to be supported by robust noise and overheating assessments, and these documents are duly submitted with this application. Through the installation of ventilation systems and 1.8m non-perforated fencing around the garden spaces adequate mitigation can be provided.*

- Community Car Park

- Parking in this location is expected to be in demand. It may therefore be more beneficial that this area and the surrounding green link car park becomes solely a community carpark to serve the needs of visitors and local residents and takes pressure off on-street parking.

*As detailed above Block D is considered to be an important element to the local centre, both in terms of providing for the number envisaged by the outline consent, but also in design and functionality terms. We are meeting the Council's parking standards for all elements of the local centre. All residential dwellings will have 2 parking spaces and visitor parking has been provided at 20%. The community car park area provides the number of spaces required for the retail and community use elements of the scheme, though these will be unassigned therefore allowing flexibility of use by those who live in and visit the local centre. As stated above, it is important to balance the parking requirement of the uses with the actual function of the local centre, and at its heart it is a provision for the residents of Hampton Park and as such many of the users will walk and cycle to it as part of their daily activities living on the development. This should be encouraged, and a balanced approach needs to be taken when considering the likely parking demands for the area - activity and use should not be comprised by overproviding for car parking. This encourages unsustainable*

*means of travel and overburdens an area. Importantly, when considering compliance with policy we are in full compliance.*

- What is the purpose of the northern entrance? This may promote drivers cutting through the car park to get to the houses to the north or may encourage those residents to park additional cars which they do not have allocated space for.

*The concept here was to provide for a separation of access for the unassigned retail and community uses however we have redesigned this area to provide a single access to the car parking area to avoid any potential of it becoming something of a cut through. A separate, direct access for the parking area of Block D is provided off Anderson Way.*

- Desire lines should be considered. It is possible users of the community centre car park will cut through the space to the south, rather than use the central footpath.

*Noted – the redesign of the access arrangement ensures access is encouraged along the central footpath only.*

#### - Phase 6b

- There's still quite a lot of parking and car dominance. This indicates overdevelopment and may show that the density is too high for the scale of the plot. Green space has been lost to accommodate the parking.
- Parking spaces 1-4 are problematic. Without tracking, it is difficult to conclude whether or not there will be enough space for cars to turn within this parking area. It appears it may be necessary for drivers to reverse in or out of this area, and onto the spine road. This poses concerns for highway safety and may encourage residents to park elsewhere. The location of the visitor parking space is also problematic, as it may make the access tighter, and it is currently unclear whether there is sufficient width for two cars to pass. Residents are also likely to use this visitor parking space as an easier alternative to their own parking spaces. All these issues further identify that this phase is overdeveloped. The removal of 1-2 units would reduce the amount of parking and subsequently decrease issues of overcrowding on this parcel.

- Plot 1 could be pushed back from the building line slightly. This would reduce the dramatic jump in the building line from No.5 to the west and rather introduce a softer and more gradual movement.
- It appears that not all plots have 2m deep defensible spaces to front elevations.
- The space to the south of Plot 10 should be adopted as garden and within ownership of this plot. This will help reduce any confusion with management and maintenance of this area.
- The fence line for plot 9 should be brought south to align with the building line of the dwelling to create more uniformity.
- The inclusion of two bicycle parking spaces between plots 8 and 9 is queried. Who are these spaces for and what purpose will they serve? These appear to not be covered either.

*The number of dwellings has been reduced to 17 (loss of 1 unit). This has enabled parking areas to be redesigned. All dwellings have a minimum 2m defensible frontage. Dwelling and plot realignments have been undertaken as required. The two bicycle and one motorcycle space are for visitors as required by the Council's parking standards.*

- With regard to the LEAP feedback was as follows (*italics is our response*):
  - Agreed that the table tennis and the BoxUp concept explored previously were not supported for this location.
  - The theming as per the Knucker dragon legend is strong and supported Conflict between the rope swing and pathway needs to be checked and additional seating would be beneficial in the dragon section between 31 & 4 and opposite 31 & 7. *The rope swing is in impact absorbing surfacing and its interaction with the pathway has been carefully considered. Additional seating has been provided as suggested.*
  - The dragons clutch concept, which has been explained to either be claws or eggs, is supported. Interpretation to inform the theme and historical context of the Knucker Dragon should also be added. *An information board is proposed which will provide the children with the story of the Knucker Dragon.*
  - The timber play horse could be explored to exchange for something more inclusive (not a seesaw or play panels). *The timber play horse has been replaced*

*with inclusive play elements of play orb and gravity bowl which support the inclusive roundabout.*

- The fitness trail was positively supported, tarmac pathways connecting the fitness trail to the other pathways is preferred to make them all weather accessible, and accessible for use by wheeled users. Adjustment to the arrangement and clustering of the fitness trail supported; the equipment should be orientated appropriately to form the trail and ease the flow between the equipment. *All noted and the submitted design has been amended to address these comments.*
- Arrangement and separation of the space for older-age users, defined with a dense planting belt, is supported. The layout and inclusion of the calisthenic rig and scrambling wall and open timber outdoor shelter supported. The 3-way shooter and monkey bars should be swapped out for a cantilevered swing. *This change has been made to the submitted design.*
- Surfacing is agreed to be appropriate to the water dragon theme design and will provide a robust surfacing supported for maintenance, longevity along with visual design, play theming and engagement. Surface colouring could be considered to swamp green, or muted blue/brown. Surfacing type to the Y shaped internal pathway to be confirmed. *The colour of the surfacing around the Dragon has been amended to a more muted tone and the surfacing types are specified on the submitted drawings.*
- It was noted that the open space to the west, has many constraints, the two footpaths should be rationalised into one, along with a reduced landing/entrance space to the west. Footpath should be in tarmac to ensure a smooth accessible surface to allow children to ride their scooters up to and into the park. Due to safety concerns re the adjacent roads this limits the use for field games to the open space west of the LEAP. As tree planting is constrained, this space could have additional shrub story planting to soften and give some interest and biodiversity benefit. *Additional shrub planting has been incorporated into the submitted design.*
- To make the dragons head further accessible surfacing to the ridge of the dragon back should be in rubber crumb (green), particularly the central and head part of the dragon, which connects to the slide and bridges. *This material suggestion has been incorporated into the submitted design.*

- Benches in the central seating areas should be swapped for picnic tables and slightly enlarge the space for greater use and access. *This amendment has been made.*

### **(c) Planning Policy Context**

- 4.17 We have sought to incorporate an array of policy and technical requirements, particular in relation to the place making aspirations of the local centre and the fundamental role that it has in delivering the wider aspirations of the strategic allocation.
- 4.18 The policy documents that we have had full consideration of are as follows:
- Arun Adopted Local Plan,
  - the Arun Design Guide,
  - the Open Space and Recreation Standards SPD
  - the Parking Standards SPD.
- 4.19 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.
- 4.20 Of relevance is 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.
- 4.21 We note that layouts (under Policy D DM1) are to consider legibility, in terms of ease of navigation, and should incorporate focal points and active edges to neighbourhoods - through incorporation of landscaping and open space features.
- 4.22 The local centre and phase 6ba layouts follow 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 green infrastructure provided within the development. Following the pre-application engagement process we have also taken on board Officer requirements to deliver a large functional Civic POS, which acts as the heart of the local centre. Incidental landscaping and tree planting is incorporated as appropriate into the development parcels – particularly in areas of frontage or courtyard parking to reduce the overdominance of parked vehicles. It is therefore considered that the layout proposed in this application is fully in accordance with the




aspirations of the outline consent, policy requirements and the views of Officers. Overall, thorough consideration has been given to the landscape and drainage parameters of the scheme from the outset.

- 4.23 Regard has been had to the Council's SPD on Open Space and Recreation Standards, and a compliant level of open space is provided via the large Civic POS and incidental areas throughout the development parcel.
- 4.24 Private open space has also 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 3sqm balcony.
- 4.25 Also to accord with the Design Guide building frontages are generally set back by at least 2m from the plot boundary.
- 4.26 Having regard to the Parking Spaces SPD, all 1, 2 and 3 bed units have been provided have been provided with 2 allocated spaces (there are no larger units provided). Where on street parking arrangements are designed, these are small areas broken up with planting. Due to the higher density, mixed use nature of the scheme, much of the parking provision is within carefully designed parking courtyards. These have sufficient set back distances from habitable rooms and landscaping within them to break up car dominance. A 20% visitor parking provision has been allowed for. All units have access to an EV charging point. Cycle storage is provided to the ratio of 1&2 beds = 1 space: 3bed = 2 spaces. For the apartments 1 space per unit is provided in secure storage.

#### **(d) Make up and Structure of the Layout**

##### **(i) *The Local Centre***

- 4.27 The configuration of the local centre has been established by the development already delivered in the area, particularly the road network comprising the Lyminster Bypass, the Main Avenue, the Internal Distributor Road and the Estate Roads of Phase 2. This has resulted in defined development parcels.
- 4.28 The local centre is the urban focus of Hampton Park, with the new Lyminster Bypass being a key feature of the area. The outline consent envisaged the local centre to establish a new contemporary highly urban vocabulary, with higher density and increased height. It must deliver a mix of uses that are balanced and complementary while also being functional to their purpose. As a result, the area has a markedly different character to the more suburban residential parcels of the wider development.

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- 4.29 The design has sought to foster a modern urban approach which provides for a clear and identifiable character. Open space is primarily limited to the large Civic POS which seeks to bring together the retail, community and residential uses, providing for an attractive informal meeting place. In addition, a visual green pedestrianised route is provided in the community car park, this ensures direct connectability to residential development to the north and the Black Ditch that is located beyond. The aim has been to provide a legible pedestrian route that follows a natural desire line and is attractive and provides something of an interesting transition for people navigating through the area into the open spaces beyond.
- 4.30 A key principle in the design ethos for the local centre has been to consider how people will interact with the public and retail spaces.
- 4.31 Nightingale Way serves as the key access point into the local centre, with the local centre becoming a key transport intersection between the A27 and Littlehampton town centre / urban area. Vehicular, pedestrian and cycle routes will travel down Nightingale Way and run through the loop of the main avenue, providing connectability to the open spaces and residential areas within Hampton Park and residential and service areas in the wider area. It is therefore key that the retail provision and the civic open space area are central to the function and placemaking of the local centre. Overall cycling and pedestrian useability are key design features of the area, with total permeability through and between the land use parcels.
- 4.32 The civic square is very much seen as the heart of the area and will be an active place for people passing through, parking bikes, enjoying lunch and stopping for conversations. This functionality will be enhanced by the community use that will front on it. As such it is essential that this space relates directly to the retail and residential developments, hence its central location. The area is well overlooked and can serve a multitude of uses; it is hoped that it will become a valued asset enjoyed by all members of the community. It may even be able to hold community events and occasions.
- 4.33 The retail provision is concentrated on the block next to the eastern arm of the Nightingale Way roundabout. This is considered to be a key position in terms of access and visibility and will enable an anchor operator to attract a wide footfall. Two storeys of residential is provided above, which is in accordance with the design parameters of the outline consent, particularly the Development Framework Document. This will provide for a bulk and form that provides something of a gateway entrance into Hampton Park.

- 4.34 The retail provision comprises 1,472qm, broken down into a larger 1,039 sqm space, suitable for a supermarket, two smaller spaces of 148sqm and 47sqm suitable for smaller local enterprises that complement a supermarket function, and an ancillary storage/office space of 238sqm. Residential and retail car parking provision will be clearly separated. The residential units will be provided with 3sqm balconies and will have the visual benefit of a brown roof over the lower storey element of the retail building. A brown roof being an environmentally friendly roofing system designed to allow natural vegetation to establish creating a self-sustaining ecosystem.
- 4.35 Policy compliant parking, cycle storage and refuse areas are provided, along with a clear delivery area for the retail use.
- 4.36 A careful approach has been taken to ensure that the retail area is legible and useable, as such the quantum of development proposed has sought to provide a balance between the need for functionality and a development quantum that is viable, with the appearance of the built environment created. As detailed in the pre-application section of this statement, the concept for the local centre has evolved much from what was envisaged with the outline consent and at the request of Officers a very large standalone Civic POS is now at the heart of the area. This has clear placemaking credentials and will help ensure that the local centre is a successful and thriving place, but it has significantly reduced the areas available for development, with unit delivery further limited by the need to provide adequate parking levels. This has naturally meant the development parcels have less embedded non-functional landscaping, but this must be balanced and indeed viewed in the context of the large multi-functional POS which is just across the road. When considered holistically, and by users at street level, the area will not feel crowded or overdeveloped, rather it will be viewed as an area that is appropriate to its functionality. The local centre, by virtue of being a mixed-use area provides for the higher level of density than the residential land use parcel, but this was an imbedded concept of the outline consent. Indeed, the illustrative masterplan which is secured with the outline consent shows a far higher density of development, with significantly larger expanses of parking and much less landscaping and no real usable open space. Therefore, we contend what is being proposed with this application is a significant improvement in place making.

### ***(ii) Community Centre and Residential Use***

- 4.37 The community use has been relocated to the local centre, and it fronts onto the Civic POS. Above it will be two storeys of residential accommodation. They will have separate access and cores to prevent conflict. The design of the building has sought to reflect that of the retail block, providing for cohesion in design and sense of place and purpose to establish.
- 4.38 Two further residential apartment blocks provided beyond the community centre, fronting Anderson Way. Together they provide a balanced form of development, that provides a sense of enclosure to the local centre, providing a very clear sense of place and purpose.
- 4.39 A separate community car parking is provided in the northern land use parcel. This area will provide unassigned parking spaces, the quantum of which has been generated by the overspill retail requirements that cannot be delivered in the main retail car park and the amount generated by the community use. Residential Block D sits on the front of the area and provides much needed surveillance and activity to an area that would otherwise be a large parking courtyard.
- 4.40 The final element of the community use area is the care home, which will be subject to a separate application by an appropriate provider.

### ***(iii) The Town Houses***

- 4.41 In the southern section of the local centre, it is proposed to deliver a parcel of townhouses, these will be a mix of 1- and 3-bedroom houses. These fall within the southern quarter character area.
- 4.42 We explored various design options including a flatted scheme; however, it was difficult to accommodate the parking requirements and meaningful private amenity space in this form of development without it being overly parking dominant. Furthermore, we felt there was the opportunity to provide something of a transitional form of development that allowed for an appropriate step down from the higher density 3-storey development of the main local centre area to the more domestic scale along the Toddington Lane. Townhouses also reflect the form of development delivered by Bovis Homes on the opposite side of Richardson Way.
- 4.43 In this regard it accords with the principles of the southern character area detailed in the Development Framework Document that covers this section of the local centre area.

- 4.44 The form of built form in this area reflects the comments received by officers in the pre-application process.

**(iv) Phase 6b**

- 4.45 Phase 6b is a new element, previously being ascribed the community and youth facility uses. However, as detailed above these uses have been combined and relocated to the local centre, thus freeing up these land parcels for other forms of development. It was always envisaged that an additional LEAP would be in this area, previously on the youth facility land. However, following up the freeing up of the community centre land it is considered that this is more appropriate for open / play area uses. It leads directly out on to the central wetland area and therefore from a useability point of view is the more logical place for a LEAP. Further it has several large trees that are of good quality that would benefit from being retained and it is subject to a level change which makes delivering a built form a more detailed engineering process.
- 4.46 Regarding the youth facility land, this is where an additional 17 dwellings can be accommodated. In part it will deliver some of the affordable housing element required for the local centre, which is a flat dominant area. For design purposes we have created a semi-bespoke character area with the key design inspiration being to provide a suitable form of development that extends from the existing residential dwellings on Toddington Lane, particularly the adjacent Tully Cottages.
- 4.47 These existing dwellings provide a clear structure on which to organise the built form. The site does not have a functional relationship to the wider countryside, but it does face the new super LEAP and extending beyond this is the central wetland area, as such a sense of openness does extend northwards.
- 4.48 There are two sub-elements to green edges character area (i) the main avenue / estate roads and (ii) the public realm and open space. Phase 6b has taken reference to the first sub-area as the built form fronts onto the main avenue and as such it is an organised and regimented form of linear development but with reference to a softer form that the green edges deliver.
- 4.49 A key feature of the development is the strong frontage landscaping that it has with the main avenue. This is a noticeable pattern along Toddington Lane, which has a semi-rural vernacular; by extending this pattern to Phase 6b a level of continuity is provided that

enables a sense of transition from the residential development delivered on Phases 5 and 6.

- 4.50 On plot parking and small courtyard arrangements provide a regular building line with organised set back distances to provide continuity.
- 4.51 Traditional architectural elements / detailing of the surrounding vernacular are provided for. The material palette will be red and brown bricks, with rural/sand faced tile hanging and flint blockwork. Roof tiles will also be of the red/brown palette. Detailing will include string and dentil courses, and some decorative quoining.
- 4.52 Boundary treatments demarcate the private realm and comprise 1.8m non-perforated fencing as required by noise mitigation. Simplicity is the key approach taken.

#### **(e) Formal Open Space and Landscape Strategy**

##### **(i) *Civic Area design***

- 4.53 The Civic POS has been designed by ACD. They have worked closely with SHW Architecture as it forms an important cornerstone of the placemaking concepts for the local centre.
- 4.54 The local centre sits at the nucleus of the new local community. The civic POS seeks to respond to this location and provide a multi-functional space that is well designed. Its focus has been to provide for an inclusive, interesting area that will be an attractive and positive asset for residents where informal meeting and socialising can take place. It also flows seamlessly from the community centre, enabling activities undertaken in the building to spill out onto open area as appropriate.
- 4.55 The landscape design concept and vision seek to embed the new development within its rural and urban context, strengthening the site's connection to the wider landscape and ensuring a sensitive and coherent integration, whilst establishing its own community identity.
- 4.56 At the heart of the design are a series of concentric, multifunctional zones, which are delineated from a palette combining both hard and soft material, accentuating the predominantly circular form of the space. The concentric design provides points of visual interest through a series of layered vistas to create a visual centerpiece and focal draw that anchors the space and enhances its identity.

- 4.57 Focal to the space is ‘the feature tree’ – a multi stand feature, which is a symbolic representation of the heart of the new community. This area will mature and grow alongside the residents of the new community.
- 4.58 Seating is generously provided around the perimeter of each zone, both integrated within raised planters and as standalone elements, offering opportunities for rest, gathering and observation. The focal feature tree will be set within and surrounded by a raised planter with inbuilt seating. Pergolas are provided both to add structural diversity to the area but also provide shelter and shade.
- 4.59 The multifunctional zones provide versatile, flexible and adaptive spaces for both informal and formal recreational use within the newly formed community, encouraging a range of activities and social interaction. The space will provide flexibility for recreation and breakout space for community events.
- 4.60 Planting will include single-specimen formal native and ornamental hedge lining the paved verges, offering visual separation and introducing a soft sense of formality that helps define the character of each zone within the landscape. Textural grass planted beds will be interwoven with the inclusion of incidental natural play trails, inviting exploration, movement and playful interaction that enrich the landscape experience.
- 4.61 The planting is arranged to emphasise the rhythm of the built form and the vertical architectural elements. A combination of compact and upright habit shrub planting, together with specimen trees forms the structural landscape which frames the space. Species are to be urban tolerant and resilient to drought and roadside locations.
- 4.62 Comments received during the pre-application process have been fully considered and design amendments made to ensure that Officer’s view have been incorporated.

***(ii) Other Open Space within the Local Centre***

- 4.63 Two green links are provided; these will help to facilitate pedestrian movements through the area:

***Green Link along the Lyminster Bypass***

- 4.64 The concept for this area is to provide a softer boundary with the Lyminster Bypass. Functioning as a linear native green buffer space it also provides, in part, a pedestrian links for residents of Block C to access their parking area.

- 4.65 Planting will include native trees and shrubs, with wildflower grassland and understory planting, contributing to positive biodiversity enhancement and creating a refuge for habitats.
- 4.66 It will also help to add interest to the view of the retail building from the Nightingale Way.


#### Green Link and Community Car park

- 4.67 This green link runs through the centre of the community car park and provides a connection to/from the residential dwellings to the north of the local centre.
- 4.68 An avenue of tree and shrub planting provides vertical structure, extenuating the space in natural forms. Low-level native hedges bring structure and formality to the transition between the green-link and community car park, whilst pockets of species rich grassland, wildflower and bulb planting provide further seasonal interest throughout the space. A curved footpath linking north-south opens toward a formal semicircular seating area enveloped with native planting to provide respite during an individual's journey. Street furniture including bins and wayfinding signage will be incorporated to aid use of the space.
- 4.69 There will be new trees and shrubs incorporated throughout the green link to soften views and contribute to the amenity value, enclosure, and landscape structure within the space. They will also enhance biodiversity and provide seasonal interest. Other structural trees and smaller decorative trees chosen for their seasonal interest and upright form will be planted within carpark and residential plots / along streets. This will add a natural vertical element and increase visual interest and habitat creation across the site.

#### ***(iii) Design of the LEAP / Fitness area – on the former community facility site***

- 4.70 The concept of the LEAP has evolved following the pre-application process with Officers and what is now being proposed is a super LEAP that combines play and fitness activities and experiences for a wide range of users.
- 4.71 The dual fitness / play function of the super LEAP has progressed from the outline requirement to provide a fitness trail comprising of 30 pieces of equipment. The outline envisaged that this would be provided around the perimeter of the CWA, Phase 5 and Phase 6. However, the RMAs for Phase 5 and the CWA did not include provision or space for fitness equipment, this was due to space limits, conflict with private and public areas





and the damp zone of the SUDs features of the CWA. Therefore, it was agreed with officers at the time that the fitness equipment would be located at an alternative single location. Initially this was envisaged to be on the youth facility land as part of the play / recreation provision associated with the community use land. However, now that the community centre is being relocated to the local centre, and the former community use and youth facility land parcels are being ‘repurposed’, it is now proposed to deliver a super LEAP, incorporating a fitness area, on the former community use land as this area has a direct and functional relationship with the CWA. Pedestrian and cycle links in the LEAP area will connect to those of the CWA ensuring that an interconnecting meaningful and diverse open space will be created that will be of real benefit to the residents of Hampton Park.

4.72 Following the pre-application workshop process the approach to fitness equipment has evolved. There will no longer be a defined area of ‘adult’ fitness equipment, rather a diverse and multifunctional recreational offering for children and young people will be provided for. Dual function fitness / play equipment will be provided alongside the traditional play equipment suitable for a LEAP. In addition, a recreational / socialising space is provided for young people with a specific aim of being inclusionary for all genders. The LAPs within Phase 6a will also have some ‘natural fitness equipment’. These pieces will have a dual play function and are suitable for younger children. 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. The combined facilities on Phase 6a and the LEAP on 6b will encourage children and young people to develop balancing, co-ordination and strengthening skills along with more engaging play and social activities. Over 6 different play experiences are provided (balancing, overhead activity, swinging, jumping, rotating, imaginative play, climbing, sliding and social interactions) with is in accordance with FIT guidance for a NEAP experience.

4.73 The primary LEAP play space is arranged around an imaginative adventurous theme tied to the local Knucker water dragon legend. This area comprises over 14 pieces of play equipment, ranging from stepping posts / stilts (which have dual functions as design details for the dragon), play boulders, a slide, ladder features, play bridges, a dragon rope swing, a castle tower feature, and inclusive play elements. This is also designed around the concept of the mounded Knucker Dragon, which is supported with a castle

tower feature, dragon swing, and inclusive play equipment. This is a significant amount of equipment that will enable a range of different play activities to take place.

- 4.74 It is important that Officer's acknowledge and understand that LEAPs are not just about providing equipment, but rather play experiences, and a range of play experiences are provided for both within the LEAP and wider fitness equipment and teenage area. The areas should not be viewed in isolation.
- 4.75 Careful consideration has also been given to the useability of the areas throughout the year – consideration needs to be given to very wet and muddy winters and dry, dust generating summers. As such the mounded dragon feature is surrounded by a coloured play surface treatment, a muted blue colouring is proposed to symbolise water, which being a water spirit ties in with the theme of the play area. By adding this visual interest, it will help to foster imaginative play, allowing for the theme to really come alive in the imaginations of the children using the area.
- 4.76 Dedicated fitness experiences and older play are separated from the main LEAP area by providing structural landscaping, together with existing topographical and natural landscape features. The play concept comprises a wide range of equipment catering for all age ranges, together with inclusive features, social interaction, natural fitness, areas and moments for rest and relaxation. The multizonal design creates a destination space for all ages and abilities.
- 4.77 The western section of the area has been left as incidental open space. This in part is due to the below ground constraints (a large attenuation tank) and proximity of the main avenue and separate access spur to adjoining land.

#### **(f) Housing Mix and Affordable Housing**

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

## Local Centre

### Block A – 18 market

- 6 x 1bed apartments
- 12 x 2bed apartments

### Block B - community use (418sqm) and 14 affordable units (all shared ownership)

- 418sqm community centre use on ground floor
- 2 x 2bed wheelchair units on ground floor
- 12 x 2bed apartments

### Block C - retail (1503sqm) and 22 market apartments

- 203sqm café / small retail unit
- 1300sqm main retail unit
- 8 x 1bed apartments
- 14 x 2bed apartments

### Block D – 6 market apartments

- 6 2bed apartments

### Townhouses

- 3bed town houses
- 15 x 1bed town houses

## Phase 6b

### *Market*

- 5 x 2 bed houses
- 6 x 3 bed houses

### *Shared Ownership*

- 1 x 2 bed house (2b4p)
- 2 x 3 bed houses (3b5p)

### *Rent*

- 1 x 2 bed house (2b4p)

- 2 x 3 bed houses (3b5p)

4.80 Included with this submission is an affordable housing position statement, which summarises the s106 requirements, what has already been provided within the consent phases and what we are proposing in the final residential development parcels (the Local Centre, Phase 6a and Phase 6b).

4.81 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. As result of the need to balance out a slight overprovision on phases 2 and 3, the local centre and Phase 6b combined will provide for 18% affordable housing.

4.82 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%

4.83 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.

4.84 We have also not quite provided the required 50/50 spilt between rented and shared ownership, instead the spilt 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.

#### **(g) Drainage and Flood Risk**

4.85 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 technical statement has been provided by Mayer Brown which provides an overview of the surface water drainage strategy for Hampton Park and how both the local centre area and Phase 6b connects into this. A summary is as follows:

- The local centre surface water drainage requirements will connect into the drainage strategy agreed for west of wetlands under planning condition discharge LU/17/19/DOC. Surface water will be discharged at allowable and already agreed rates into the main drainage network. Attenuation will be provided in the form of ground attenuation tanks and permeable paving.
- Phase 6b directly connects into the central wetland area, via the attenuation storage tank in the LEAP/Fitness area. It is located in catchment 4 of the South and East of Central Wetlands Catchment. This drainage infrastructure, and allowable discharge rates, the attenuation volumes and method of surface water treatment has been approved under planning consent LU/369/21/RES and condition discharge LU/122/241/DOC. The central wetlands area has been constructed and is a functioning surface water drainage system. The drainage strategy report by Mayer Brown, and accompany engineering drawings, detail how the drainage design for the proposed development has been undertaken to accord with the infrastructure and principles already consented.
- There is sufficient capacity in the central wetland area to accommodate the development requirements of Phase 6b - this is largely due to less dwellings being provided on Phase 6a and the relocation of the community centre use to the local centre.

4.2 A Flood Risk Assessment Addendum has been provided by Stantec, this report confirms that the RMA for the local centre and Phase 6b is consistent with the outline consent and subsequent 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 +8,000m<sup>3</sup>. However, as the local centre and Phase 6b development areas are located within the approved development platform area, they will not impact the flood storage conditions over the site.

- 4.86 Foul sewage will be pumped into a pump station located in the western extent of the LEAP and will then connect to the existing foul network in Phase 4. The Phase 4 sewers have been designed to accommodate flows from Phase 6b. The foul sewers and the pump station will be adopted by ICOSA Water under a s104 agreement.

#### **(h) Energy and Electric Vehicle Charging Points**

- 4.87 In accordance with Condition 31 of LU/47/11 10% of the energy supply of the development shall be secured from decentralised or renewable or low carbon energy sources.
- 4.88 For the residential component of the proposed development, the proposal is for a fabric-first solution. In addition, all 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).
- 4.89 For the retail element, this has been designed to achieve a 'very good' BREEAM rating, via a robust fabric specification.
- 4.90 The community building, while not large enough to secure a 'very good BREEAM rating', has also be designed with a robust fabric specification and will have controlled fittings utilising ASHPs.
- 4.91 This phase also incorporates electric vehicle charging points, in accordance with the Council's SPD, dated January 2020. All residential dwellings in the local centre and Phase 6b are provided with an allocated space that has an active EV charging point.
- 4.92 With regards to EVCP in the retail and community car parks, this is primarily based on a 'case-by-case'. 2 charging points are provided in the in the retail parking area and 2 in the community car park. They will be provided within the parking spaces identified. However, as this is a local centre, the aim is to encourage sustainable transportation where possible and therefore we are not anticipating providing excessive charging destinations for residents / the general public to use.

## (i) Parking Provision

### *Parking Provision for the Local Centre*

- 4.93 Parking provision and design has been a key part of the design evolution of the local centre. It is a higher density area of development, with a significant amount of flatted development (as envisaged by the outline consent) and a retail / community provision.
- 4.94 As a result, a significant amount of the parking design solution is in the form of courtyards for Blocks A, B and D. We have sought to balance the need of providing a significant level of development and the parking requirements that comes with this and the need to provide attractive places that are not over dominated by parked vehicles and hardstanding. As such these courtyard areas have incorporated landscaping and tree planting as far as is possible without comprising vehicle manoeuvrability.
- 4.95 The parking requirement for Blocks A and B is provided in a single courtyard arrangement; 64 spaces are provided; this equates to 2 spaces per dwelling. Two of the dwellings are wheelchair accessible, and as such these dwellings will have 1 disabled space each.
- 4.96 Parking for Block C, retail and residential elements is provided in a courtyard arrangement, in which we have sought to provide for an adequate level of parking while ensuring that there is space for manoeuvrability, deliveries (and HGV movement) and pedestrians to avoid conflict between users. We have also provided distinct areas for the retail and residential parking so that residents have allocated parking spaces that can be secured from use by retail users. The retail provision is split between a main retail parking area immediately to the south of Block C and unallocated provision within the community car park off Anderson Way.
- 4.97 Parking for the residential dwellings above Block C and the town houses are provided to the south of the main retail parking area. 22 apartments are provided above the retail (8 x 1bed and 14 x 2bed) and 34 town houses (15 x 1bed and 19 x 3bed). Based on the requirement of 2 spaces per dwelling, this equates to an allocated requirement of 112 spaces. 112 allocated spaces are provided, along with 19 visitor spaces (which includes 1 disabled space).
- 4.98 Overall parking requirements for the retail and community use is as follows:
- The parking requirement for A1 retail use (now Class E) is 1 space per 14sqm. We are proposing 1 large retail unit of 1,039 sqm, with ancillary space of 238sqm and two smaller units of 148sqm and 47sqm in size that could accommodate smaller

use retail enterprises. This provision generates a parking requirement of 105 spaces – we are providing for 108 in total. 74 spaces are provided in the main retail parking area directly in front of the Block C and 34 are provided in the community car park, with an access directly off Anderson Way.

- The community use, being 418 sqm in size, generates a parking requirement of 28 spaces. 2 spaces (both disabled spaces) are provided along the northern boundary of the Civic POS, providing easy and accessible access to the community use. The remaining 26 spaces are provided in the community car parking area.

4.99 When considering the appropriateness of the level of parking proposed, it is relevant to cross reference to Arun's Parking Standards SPD. Para 4.1 clearly states that '*parking for non-residential uses needs to consider the accessibility of the site, the likely demand for parking and the viability of the site*'. It goes on further to state that '*In determining the amount of parking that should be provided at non-residential developments, developers should seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and where relevant, attracting / retaining staff*'. It is exactly this balanced approach that we have taken when developing the proposals for the local centre. We have sought to provide the required parking levels, while striking a balance that this is a local provision where sustainable modes of transport should be encouraged.

4.100 Trolley parks are also provided in the main retail parking area and the community car park element.

4.101 Regarding the town house area, parking is to the front or side of the dwellings. The spaces are provided in groups of 4 and separated by a street tree. Dwellings have also been set back by 2-3 meters to allow for privacy and separation from the parking arrangements. This is similar to what has been provided on the other residential phases.

4.102 Parking for Block D is provided is a small courtyard accessed directly off Anderson Way. Again 2 spaces per dwelling are provided for, along with 4 visitor spaces.

4.103 A parking allocation plan (ref: 011042\_PL-108) is provided to demonstrate the parking arrangements and how spaces will relate to each use / residential unit.

#### **Parking Provision for Phase 6b**

4.104 2 allocated parking spaces are provided for each dwelling, along with 4 visitor spaces. The site will also benefit from the nearby 4 spaces located off the main avenue.



- 4.105 With regard to the LEAP, these do not usually generate a parking requirement. However, it is acknowledged that this will become something of a destination area of play, as such 4 parking spaces are provided along the access road which runs to the west of the area. As part of this 1 disabled space will also be provided.

#### **(j) Trees**

- 4.106 The proposals align with Policy ENV DM4 by providing a tree survey, arboricultural impact appraisal and method statement and tree protection plan.
- 4.107 There are no notable trees or hedges within the local centre area, all that is present is some regenerating scrub. A letter from Barrell Tree Consultancy dated 13<sup>th</sup> March 2025 confirms that there are no trees or arboricultural features on site that could be considered a material constraint.
- 4.108 In terms of Phase 6b, there are some important willow trees on the former community use land, which will be retained and protected.
- 4.109 Some minor tree and hedgerow removal however is necessary to accommodate the development proposed. However, these are of low quality and contribute little to the local character due to poor condition and / or size.
- 4.110 Regarding the proposed residential parcel, the need to provide a 1.8m non-perforated fence for noise mitigation and to reinforce the boundary with the railway means that existing hedgerows and trees will need to be removed. These are only category C or overgrown scrub and therefore are not of significant value. An area of tree planting is proposed in the top north-eastern corner of the land parcel, which will provide for the necessary compensation and also provide a defensible buffer with the bus stop which is located on the main avenue.

#### **(k) Ecology**

- 4.111 The site was previously dominated by horticultural uses. It is relatively overgrown with pockets of scrub and bramble.
- 4.112 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.
- 4.113 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.
- 4.114 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.
- 4.3 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.
- 4.115 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 for 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:
- 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.
- 4.4 Specific mitigation measures suggested are as follows:
- Phase 6b
- New external lighting to be installed will comprise of hooded luminaries directed away from vegetation.

- 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 mitigation loss of habitats for breeding birds.
- 12 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.
- Hedgehog fencing will be installed in appropriate garden fences on Phase 6b.
- Introduction of native tree, shrub and grass species in areas of new planting.

#### Local Centre

- 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 mitigation loss of habitats for breeding birds.

### **(l) Compliance with Building Regulations**

- 4.5 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).
- 4.6 In addition, we are also ensuring compliance with Outline Condition 31, which requires at least 10% of the developments energy supply to be from decentralised and renewable or low carbon energy sources.
- 4.7 Further all dwellings will have an EVCP as per adopted standards.
- 4.8 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.

### **(m) Noise and Overheating**

- 4.9 Noise implications for the proposed residential dwellings located within the local centre and on Phase 6b are considered in a noise assessment Tetra Tech, with overheating considered in a report by Southern Energy Consultants. Both accompany this application submission.

#### *(i) The Local Centre – noise assessment*

- 4.10 Turning first to the local centre, the noise assessment provides noise maps – these show the apartments and town houses closest to the Lyminster Bypass are subject to noise levels ranging in 55-65dB, which are in the upper end of what is considered acceptable.
- 4.11 However, it is important to consider that BS 8233:2014 recognises that that there are likely to be circumstances where stipulated guideline values are either not achieved or where development falls in higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors, such as the convenience of living in these locations or making efficient use of land resources to ensure development needs can be met, might be warranted. In such a situation, developments should be designed to achieve the lowest practicable levels in these external amenity spaces but should not be prohibited.
- 4.12 To help mitigate the impact of the higher noise values, enhanced glazing and ventilation is recommended to identified facades with the local centre. 1.8m fencing is also

recommended to enclose the rear gardens of the townhouse element of scheme to help reduce external noise levels in rear gardens.

- 4.13 With regards to vibration, an assessment is not required as there is minimum vibration impact from the surrounding roads.

*(ii) Phase 6b – noise assessment*


- 4.14 Turning to the noise considerations for the residential dwellings on Phase 6b, the noise maps in the Tetra Tech assessment show that the proposed dwelling are ranging in 55-66dB, which are in the upper end of what is considered acceptable. This noise exposure is due to the site's proximity to the railway line. As such mitigation is required. The suggested mitigation is enhanced double glazing and mechanical ventilation will be required to habitable windows of the dwellings, along with a 1.8m fencing around the gardens.
- 4.15 With regards to vibration from the railway line, 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.

*(iii) Overheating – both local centre and Phase 6b*

- 4.16 Regarding 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 and / or mechanical purge ventilation.
- 4.17 The mechanical units which Persimmon typically install are the Zehnder LPID 100's or Titon TP625's mechanical purge extract units, 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.

**(n) Approved Design Amendments to other Reserve Matter Approvals**


- 4.18 Two previous reserve matter approvals have delivered the highway network that forms the local centre. These approvals were the IDR – LU/92/16/RES (B3/B5 access road) and



Phase 2 – LU-121-17-RES. However, as part of the local centre design several of the access points that these previous RMAs consented need amending – either being closed up or relocated. As the RMA for the local centre includes the areas where amendments need to be made to the approved highway structure in its red line, the local centre RMA (and its approved drawings) will effectively supersede the previously approved drawings and no further regularisation through the planning system would be required.

## 5.0 Summary and Concluding Remarks


- 5.1 The local centre and Phase 6b development elements described in this statement run 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 Development Framework Document, and it embodies the principles in the Arun Design Guide. Collectively these areas are an important phase of development as it will deliver the local centre along with civic and open space and play / recreational areas, providing key supporting infrastructure to enable the community at Hampton Park to develop and thrive.
- 5.2 When considering the proposals for the local centre is it very relevant to remember that the concept has evolved much from what was envisaged with the outline consent. At the request of Officers, a very large standalone Civic POS is now at the heart of the area. While this has placemaking and design benefits it has significantly reduced the areas available for development, with unit delivery further limited by the need to provide adequate parking levels. This has naturally meant the development parcels have less embedded non-functional landscaping, this must be balanced and indeed viewed in the context of the large multi-functional POS which is just across the road. When considered holistically, and by users at street level, we do not believe the local centre is one of overdevelopment. It is the area of highest density at Hampton Park, but this was always the case. The proposed density of the local centre is 49dpha when calculated on a net developable area of 1.90ha, and only 38dpha when assessed on the total site area 2.467. The illustrative masterplan which is secured with the outline consent shows a far higher density of development, with significantly larger expanses of parking and much less landscaping and no real usable open space. Therefore, we contend what is being proposed with this application is a significant improvement in placemaking. Phase 6b has a density of 31dph which is considered appropriate for its location and comparable to the low-medium densities of the main residential area at Hampton Park.
- 5.3 Regarding the parking solutions presented, we are providing parking provision to the Council's standards, each residential dwelling is provided with 2 allocated car parking spaces, along with 20% visitor provision. This not the bare minimum, but rather in full accordance with the Council's standards for residential development. Parking for the retail is separated into two areas, the main car parking provision (74 spaces) being in front of front of Block C where the retail uses are located. The balance is provided as



unassigned spaces in the community car park, collectively meeting the 1 space per 14sqm parking standard requirements with 3 additional spaces provided. The appropriateness of this level needs to be considered with the site-specific circumstances of the area, namely that this is a local centre predominately for the residents of Hampton Park, therefore while there will naturally be parking demands for the uses many will walk / cycle to the facilities provided.

- 5.4 A balanced approach needs to be taken when designing mixed use areas - activity and use should not be comprised by overproviding for car parking. This encourages unsustainable means of travel and overburdens the area. Importantly, we are providing for car parking in full compliance with the Council's standards.
- 5.5 With regards to Block D and the community car park area, this has been developed to ensure parking compliance that accords with the aspirations of the outline consent, but also to ensure viability and deliverability. Block D is an appropriate built form. It complements that of Blocks A and B opposite and helps to provide a sense of enclosure to the local centre, providing a very clear sense of place and purpose. It also provides activity to an area that would otherwise be a large parking courtyard and will help to support the creation of a well-balanced and functioning local centre. The building can easily be accommodated with requisite parking and landscaping appropriate to its location.
- 5.6 Turning to the super LEAP provision, what is proposed will deliver an exciting and diverse play experience for a range of children and young people based around local folklore of the Knucker Dragon. The main LEAP area comprises a mounded dragon concept. Collectively with the castle tower and dragon rope swing over 14 pieces of play equipment are provided, ranging from stepping posts / stilts (which have dual functions as design details for the dragon), play boulders, a slide, ladder features, play bridges, a dragon rope swing, a castle tower feature and inclusive roundabout. Officers also need to consider that LEAPs are not just about providing equipment, but rather play experiences, and a range of play experiences are provided for both within the LEAP and wider fitness equipment and teenage area. What is being proposed for here is to NEAP standards.
- 5.7 They coloured surface treatment of the water around the dragon is integral to its theme, the Knucker Dragon being a water spirit. This in turn ties in with the central wetland area to the north. It is therefore considered appropriate. It will also add visual interest and foster imaginative play, allowing for the theme to really come alive in the imaginations





of the children using the area. It is also important that the surfacing is useable and durable through wet winters and dry summers.

- 5.8 An area west of the LEAP has been left as incidental POS, in part due to be below ground constraints of the area, but it does serve an important function, allowing for more informal activities and breakout space from the active play areas.
- 5.9 Regarding the teenage area, we have proposed equipment that was discussed during the pre-application workshops and therefore consider it appropriate for the area and wider provision.
- 5.10 Overall, it is considered that the proposals submitted for the local centre and Phase 6b are an appropriate form of development that is well considered and responds appropriately to the pre-application advice given.
- 5.11 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.