



CONTENTS

Page

Page

1. Introduction.....	1
2. Site Context.....	2, 3, 4, 5
3. Constraints and Opportunities.....	6
4. Design Evolution.....	7
5. Site Layout and Strategy Plans.....	8, 9, 10, 11, 12, 13, 14, 15, 16
6. Character Areas.....	17
7. Street Scenes.....	18
8. Landscape.....	19
9. Security.....	20

10. Sustainable Drainage Design.....	21, 22
11. Materials and Finishes.....	23

Summary

Appendix 1



1. INTRODUCTION

The third phase of development is being brought forward under s73 application LU/182/15/PL on Parcels A2 and B6 for 45 dwellings. Both parcels are situated to the south of Toddington Lane.

The original masterplan designated this land for a youth facility although the s73 application identified 'areas of improvement'. The youth facility was relocated next to the primary school and community building to create single 'community hub' while housing was relocated to Parcel A2/B6.

This document has been prepared in the context of the Design and Access Statement approved with the outline consent and the detailed design principles in the Development Framework Document (DFD). This ensures continuity in design with the broad principles established under the outline consent for the overall site.

The document sets out our detailed proposals and design rationale behind the layout.



2. SITE CONTEXT

The land which is the subject of this submission is presented here on two plans: the first is an aerial photograph (page 1) with a red line boundary delineating the Persimmon land ownership, and the second is the approved masterplan showing the site within the scheme's overall context (page 3). The land is situated in the South West corner between Toddington Lane and the railway line.

There is an established neighbourhood to the east and west of the site. To the east of Parcel B6 is 'Hollyacres' and to the west of Parcel A2 is 'Empress Close'. Immediately north is the recent Persimmon Phase 1 development and to the north east, on the opposite side of Toddington lane, is the Bovis Home scheme.

The masterplan shows the land being divided by the proposed Lyminster Bypass creating two parcels: A2 is 2.64 acres and B6 is 0.98 acres. Both parcels are clearly delineated by the Lyminster Bypass and the railway line along the southern boundary. These provide very discernable boundaries and the accompanying layout has orientated built form to minimize impact on residential amenity.

Toddington Lane is generally characterized by small and medium family houses with some elements of medium density apartments while Hollyacres has development frontage abutting Toddington Lane. In contrast, the Persimmon Phase 1 scheme is set back behind an access road and landscape margin.

Policy Context: Development Framework Document

The development proposals for the site are expressed through the Development Framework Document. In accordance with this document, A2 falls within the Western Development Character Area, whereas Parcel B6 falls within the Southern Quarter Character Area. The Western Development Character Area is physically separated from the majority of development land by the Lyminster Bypass and has a strong link with established housing to the west.

Part of the design axiom of Parcel A2 and B6 within the DPD is to create a transition from established residential areas to the more urban vernacular northwards in the commercial hub. Parcel A2 is the 'end' of the Western Development Character Area although the design ethos contained within this document shows a 'traditional' appearance throughout the scheme.

Figure 2: Consented Masterplan



Figure 2: Consented Masterplan: A2 & B6 Detail



Figure 2: Proposed Site Layout



3. CONSTRAINTS and OPPORTUNITIES

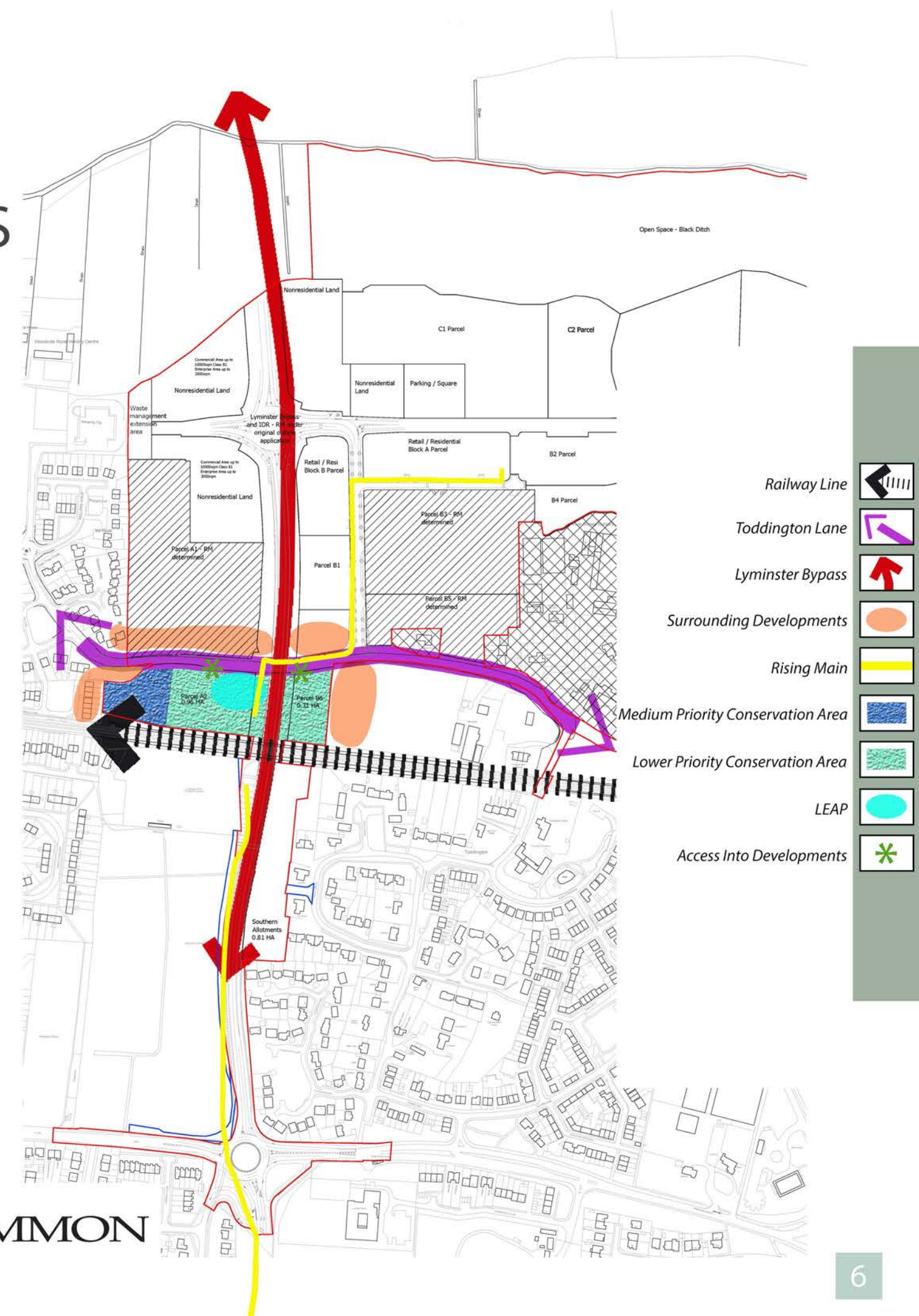
Prior to the design work a detailed analysis of the site informed the constraints and opportunities:

Constraints

- Proximity of the proposed bypass;
- Proximity of the Railway Line along the southern boundary;
- Residential amenities of existing houses along the eastern, northern and western boundaries.
- Proximity of existing junctions along Toddington Lane.

Opportunities

- Two new access points from Toddington Lane;
- Creation of a Village Green/LEAP to act as a focal feature;
- Pedestrian access from the LEAP to Toddington Lane;
- Strategic planting along Toddington Lane and within the scheme;
- Proposed landscape buffer either side of the by-pass.



4. DESIGN EVOLUTION

Over the last 22 months, a series of meetings with officers and the North Littlehampton Delivery Group have refined the proposals leading to the final scheme in this document. The adjoining layouts show the design evolution and the main changes in response to officers/members comments are:

- Reduction in numbers from 64 to 45;
- Variation to the approved masterplan form/structure by replacing the 3 cul-de-sacs;
- Housing arranged around a clear road hierarchy with landscaping and frontage planting;
- Character areas defining the architectural appearance;
- Frontage development along Toddington Lane;
- The structure has softened with a more informal arrangement of homes.

PRELIMINARY LAYOUT



EVOLVED LAYOUT



5. SITE LAYOUT and STRATEGY PLANS

SITE LAYOUT:

The proposals are based on the principles in the Outline Planning Permission and the Development Framework Document. The scheme has naturally paid attention to the policies in the Local Plan in terms of housing mix/tenure/legibility in the layout using landscaping/open space to create nodes of visual interest.

Key Design Principles

The key principles of the layout are as follows:

- A total of 45 units with a split of 35 private units and 10 affordable units;
- A focal Village Green/LEAP in the north east corner, accessible from Toddington Lane;
- Frontage development and landscaping along Toddington Lane will form part of the green infrastructure;
- Each parcel will be accessed directly off Toddington Lane with a clear road hierarchy;
- The orientation and location of dwellings has been informed by a detailed noise report;

- The architectural appearance will draw on local vernacular including flint detailing;
- Corner buildings will provide fenestration to their two outward looking edges creating interest in the street scene;
- Placement of focal buildings;
- Apartment blocks sit comfortably within their own amenity space ensuring residents have ample green space.

5. SITE LAYOUT and STRATEGY PLANS

STRATEGY PLANS:

Storey heights and Form –

All homes within the scheme are 2 storey's in height while the apartment blocks range from 2.5 – 2 storey's. All dwellings have been appropriate separation distances:

- 20m back-to-back
- 11m side-on –back

Unit Sizes –

The proposed dwellings sizes are small to medium comprising 2-3 bedroom houses and 2 bedroom apartments. The plans overleaf detail the mix, along with the split between affordable and market housing. All affordable housing units will meet HCA standards, with 10% satisfying lifetime home standards.

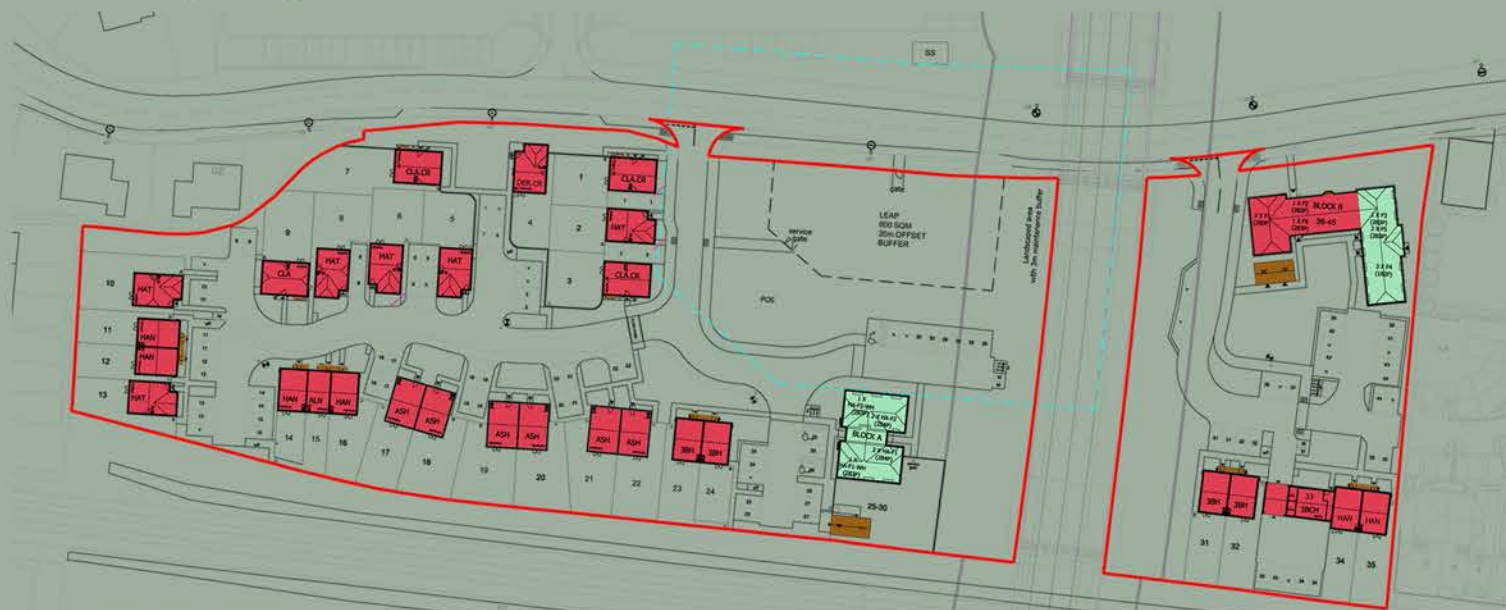
Movement Strategy –

The scheme creates a permeable and legible road pattern by offering users multiple ways to travel through routes that are safe and overlooked. There is a clear road hierarchy comprising:

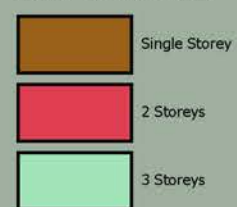
- Direct access from Toddington Lane;
- A short length of estate road leading to softer/private surfaces ensuring a sense of place and interest;
- Pedestrian links facilitated by the main estate roads and footpath linkages to Toddington Lane;
- The LEAP is accessible directly from Toddington Lane;
- Proposed surface materials include block paving along shared drives and key parking areas;
- Dwellings in both parcels are set back from the kerb edge, with either off street or small clusters of courtyard parking.

5. SITE LAYOUT and STRATEGY PLANS

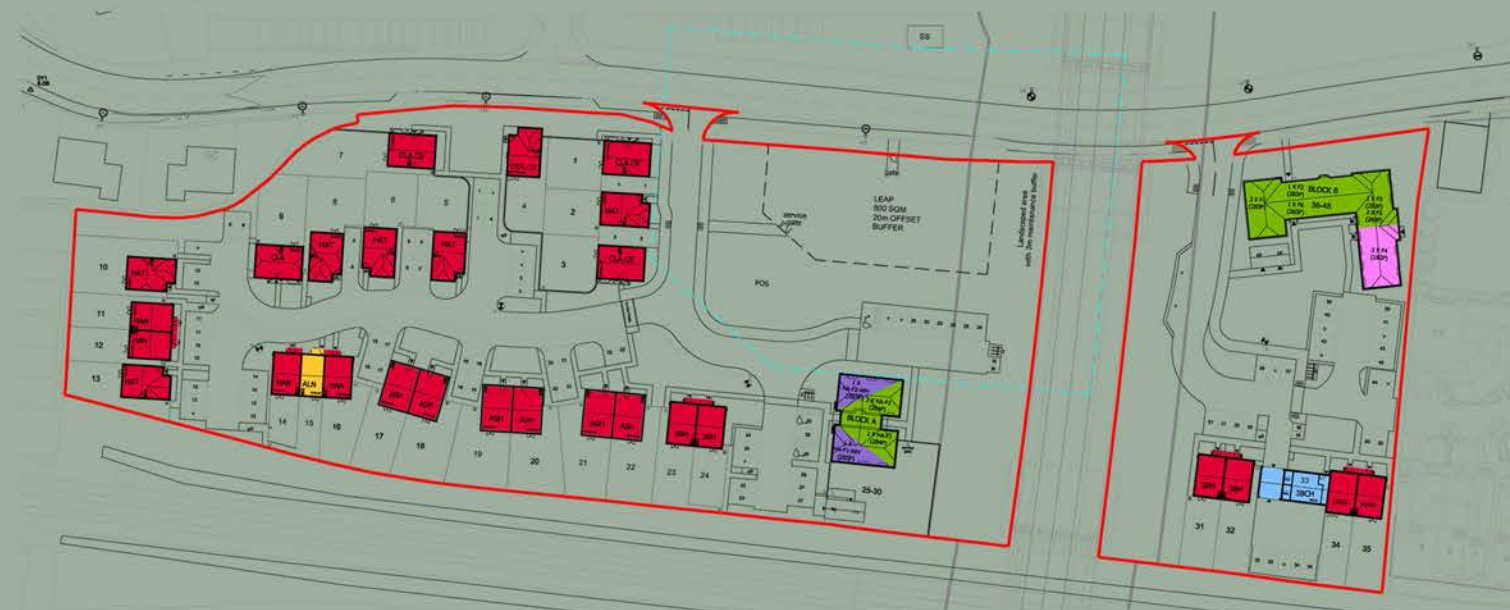
Storey Heights



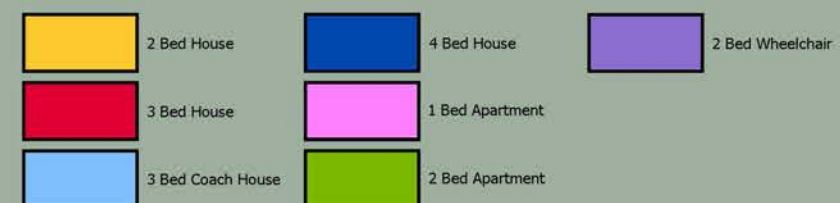
LEGEND - STOREY HEIGHTS



Unit Types



LEGEND - UNIT TYPE



5. SITE LAYOUT and STRATEGY PLANS

STRATEGY PLANS:

Refuse Strategy -

For individual dwellings, bins will be stored in rear gardens and rear access provided. Private kerbside collection within the residents curtilage or temporary storage in communal refuse collection points are provided ensuring a maximum carry distance of 30m. For the apartment blocks, communal refuse stores are provided for residents within the required maximum 25m carrying distance for operatives.

Focal Buildings -

Corner buildings will provide fenestration to their two outward looking edges creating interest in the street scene and throughout the scheme. Careful attention has been given to the placement of focal buildings to enhance the street scene.

Parking Strategy -

There are a combination of parking solutions across the site based on the WSCC parking calculator. The 2 and 3 bedroom units have 2 parking spaces each together with the requisite number of visitor/unallocated parking spaces.

Affordable Housing -

A total of 10 affordable units are proposed comprising a mixture of shared ownership and rented units.

Space -

There are several space areas that are integral part of the design:

- Public areas - All of these areas are overlooked, will be maintained by a management company and offer an informal play experience for children;
- Semi-private spaces – these shared areas are principally for the new residents, such as parking areas, and demarcated with a change of material and a strong sense of enclosure;
- Private spaces - defined by the use of landscaping and built form. Private residences will have front gardens defined by walls, fencing, hedging and planting. Private rear gardens will be defined by close board fencing or brick walls.

Refuse Strategy



5. SITE LAYOUT and STRATEGY PLANS

Focal Buildings

 Focal Buildings Locations



5. SITE LAYOUT and STRATEGY PLANS

Parking Strategy

LEGEND - PARKING ALLOCATION

- Allocated Parking
80 spaces total
- Visitors Parking
10 spaces total
- Unallocated Parking
6 spaces total
- Unallocated Visitor Motorcycle Parking
5 spaces total
- Cycle Visitor Parking
11 spaces total
(min required 6)
- Hatching / 'D' mark
Mobility impaired parking spaces

Total of 96 car parking spaces proposed on site.
Total of 95 required on site as per the demand on
Parking Calculator.



5. SITE LAYOUT and STRATEGY PLANS

Affordable Housing

LEGEND - TENURE

*

Affordable Rented

Shared Ownership

HA calculated at 20% of Overall Dwelling numbers
= 9 units (10 units on site)



5. SITE LAYOUT and STRATEGY PLANS

STRATEGY PLANS:

The LEAP will comprise:

- An area of 800 sq m with the required 20m offset zone;
- Timber play equipment and a soft landscaping setting as shown;
- Surface finishes including bark mulch and compacted gravel on paths;
- Seating areas within the play area.



Betula Utilis Jacquemontii (BJ)



Quercus (QR)



Sorbus Aria (SAR)



Acer Campestre (AC)



Sorbus Aucuparia (SAU)



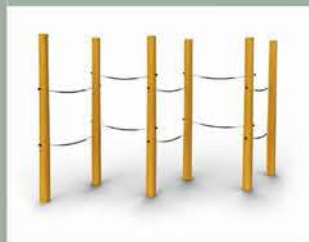
1 Revolving plate



2 Double Swing



3 Square tower with slide



4 Labyrinth climber



5 Rope bridge



6 Pendulum see-saw



7 Revolving seat



13 Anti trap self closing bow top gate with magnetic mechanism



8 Web rope climber



9



10 Jumping blocks



11 Play boulders



12 Bench



Prunus Laurocerasus Otto Luyken (PL)



Carpinus Betulus (CB)



Key			
	Proposed bark mulch		Proposed timber play equipment (Miracle Design and Play Ltd/ Jupiter Play or equivalent)
	Proposed timber edging		Proposed grass
	Proposed self binding gravel		Proposed hedge (refer to LA300 for details)
	Proposed boulders		Proposed hazel coppice planting (refer to LA302 for details)
	Proposed bench		Proposed metal bow top fence with self closing gate
			Proposed vegetation along Lymminster bypass
			Proposed pedestrian barriers along the edge of the footpath

6. CHARACTER AREAS

Access to the site will be directly from Toddington Lane and the road hierarchy allows several character areas to emerge:

- (1) the Toddington Lane response, and
- (2) the Courtyard.

The first character area, the Toddington Lane response, introduces three new detached houses along Toddington Lane incorporating flint and brick detailing – drawing on design cues from the locality. The detailing here will include brick quoins, chimneys, hipped gables and bay windows (see Page 7 and 11).

The Toddington Lane response for Parcel B6 is a 2.5 storey apartment block stepping down to 2 storey alongside the bypass. The block is balanced in scale and height incorporating barn hip roofs, weatherboarding to the façade plus Juliet balconies to continue the semi-rural theme. Set around the apartment block is a good amount of amenity space with parking located in a discreet courtyard to the rear.

The second character area, the Courtyard, comprises houses set informally around the internal estate roads. There is a combination of semi-detached/detached/terrace units incorporating flint, weatherboarding, barn hips, render and tile cladding (see Page 7 and 11). As noted earlier, full account has also been taken of the form and layout of Hollyacres to ensure consistency with established built form.

Development has been sufficiently set back to allow meaningful frontage landscaping in key areas which will enrich the street scene.



7. STREET SCENES

COURTYARD /
TODDINGTON LANE STYLE



COURTYARD STYLE



TODDINGTON LANE STYLE



8. LANDSCAPE

Example of evergreen shrub planting which provide softening to vertical structures, with self-clinging climbing shrubs also used to reduce the visual effects of these hard enclosures.



A palette of tree species would be used to provide a rich and varied planting scheme.



Throughout the layout there will be areas dedicated for informal and formal open space, such as the LEAP/Village Green. The Village Green and LEAP will provide the focal/landscape features within the layout and will give meaningful opportunities for planting and bio-diversity. A total of 4,477.74 sq m of open space is provided throughout the scheme.

Some tree and some hedgerow removal will be required along Toddington Lane to accommodate a safe means of access. Where removal is necessary replacement landscaping will ensure key landscape features will be enhanced including tree and shrub planting, herbaceous plants, species rich grass and climbing plants.

Large specimen nursery trees throughout will provide a sense of maturity within the development and once established will create an attractive public realm. The trees are both native and ornamental species. Shrub and herbaceous plants are themed by location and provide colour, texture and interest all year.

A Local Equipped Area of Play (LEAP) on Parcel A2 includes both formal and informal play opportunities. Tree planting within and surrounding the space will provide shade during the summer months whilst encouraging more imaginative play opportunities throughout the year.



9. SECURITY

“Secure by Design” principles have been incorporated into the layout with public routes and parking areas being overlooked. All means of access are located so as to avoid enclaves that could be used for anti-social purposes. In addition, all open spaces, parking areas and footways within the street structure are overlooked ensuring streets are safe.

Means of Enclosure

Garden fences will comprise either a 1.8m high close-boarded timber fence or a 1.8m brick wall. Along the southern boundary with the railway line a 2m – 2.5 m timber acoustic fence is proposed. The garden boundary treatments for the units fronting Toddington Lane will comprise 1.8 metre brick walls.

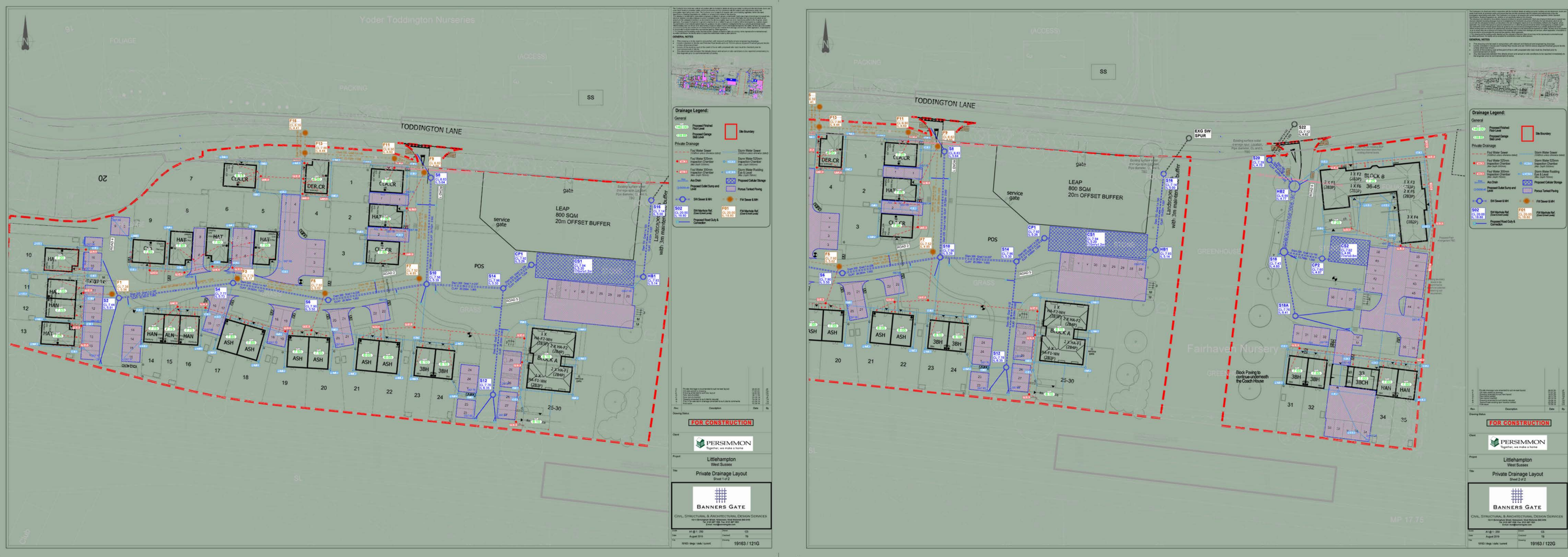
Amenity / green spaces will be defined by secure fencing (appropriate for children’s play areas) all of which are in accordance with the overarching principles in the DFD.

10. SUSTAINABLE DRAINAGE DESIGN

A Technical Drainage Note has been provided by our consultant engineer and provides details of both surface and foul water drainage and how they align to the principles agreed within the outline consent.

Surface water from the individual homes will be stored in an underground cellular crate system that will connect to the wider network in Toddington Lane. The scheme will also incorporate permeable paving as shown on page 22. Ultimately, surface water will be discharged into the Black Ditch and the rate of discharge will be controlled in accordance with the outline planning consent. The approach has the approval of the Environment Agency.

10. SUSTAINABLE DRAINAGE DESIGN



11. MATERIALS and FINISHES

The following material finishes and Detailing are proposed for the dwellings in the two character areas.

'Toddington Lane Response'



'The Courtyard'



CHARACTER DETAILS

'Toddington Lane Response'



'The Courtyard'



SUMMARY

- Provision of 45 units including 20% affordable housing and a range of 2 and 3 bedroom homes
- Areas of Public Open Space located within the double LEAP accessible for new and existing residents
- A semi-rural theme throughout the layout allowing a transition from the existing neighbourhood to the more urban elements of the local centre
- There are two distinct character areas: 'the Toddington Lane' response, and the 'Courtyard' arrangement of homes around the estate road
- A new landscape corridor alongside Toddington Lane will maintain its rural appearance.
- Alongside good urban design principles a palette of house types, materials and architectural detailing will provide an attractive and well designed environment.
- Careful consideration has gone into providing a layout and elevational treatments that complement the overall design ethos for the North Littlehampton Strategic Development Area while ensuring a sense of identity and place.



APPENDICES



Western Development Character Area

Overview



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

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

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

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

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

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



Existing development to the west of Parcel A1: Granary Way



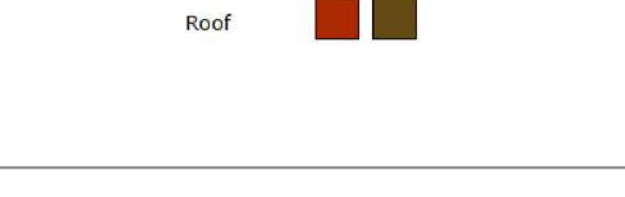
Existing development to the west of Parcel A1: Corner on Mill Lane and Granary Way



Consented development at Parcel A1.

Western Development Character Area

Architectural Detailing

Architectural Detailing:			
Use	Residential		
Density / configuration	Unit		
Residential unit types	Predominantly terraces and semi detached units. Small amount of apartment blocks located along the eastern boundary with the Lyminster Bypass (north / south axis).		
Storey Heights	Predominantly 2 storey within the site with 2.5 / 3 storeys along the Toddington Lane / Lymister Bypass.		
Parking arrangement	Limited on plot parking with garages for larger units. Predominantly frontage / courtyard parking for smaller units in terraces and apartment blocks.		
Offset	Up to 3m from parking / road corridor to allow for defensible front garden space		
Front Boundary treatment	Mainly hedges with low level railings to corner plots with brick wall to exposed side / back gardens.		
Material palette	Urban red and multicolour brick with complementary tile hanging and weatherboarding in red / brown to corner / key buildings. Limited elements of render in cream. Red / brown profiled concrete roof tile.		
Surface Materials	Carriageway: black tarmac Pavement: black tarmac Kerbs: precast concrete Shared areas, private drives and speed control features in block paving.		
Accents / Corners	Important corners to be defined by increased building height or road set back. Parcel entrance to be identified by enhanced elevation treatment units including barn hipped roofs, chimneys, tile hanging or weatherboarding.		
Window Forms	White uPVC casement windows with horizontal and vertical bars where required. Casement windows. Traditional pitched dormer windows if appropriate.		
Balconies	Juliette balconies to houses and apartment blocks.		
Roof Detail	Pitch roofs with a limited use of barn hipped roofs along Toddington Lane. Clipped eaves with white bargeboards to hipped roofs.		
Doors and Canopies	White GRP door. Lean to and pitched front entrance canopies (white) with matching tiles to roof.		

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

Western Development Character Area

Public Realm, Open Space & Play Area



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

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

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

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

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

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

