

SUSTAINABLE COMMUNITY



HAMPTON PARK

• WEST SUSSEX •

CWA DESIGN AND ACCESS STATEMENT

OCTOBER 2021



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INTRODUCTION

This Design and Access Statement accompanies the Reserved Matters application in relation to Persimmon Homes' land at North Littlehampton.

The original Outline application was approved in 2013 under reference LU/47/11, and subsequently amended under a s73 application (LU/182/15/PL), which included a Development Framework document and masterplan.

Integral to the Hampton Park development is the Central Wetland Area and how, effectively, it ties together the land parcels either side and the overall scheme. What follows provides further details of this key area of open space and the intended road and circulation links.

The design parameters have been established through a close examination by the consultant team responsible for the North Littlehampton Development Framework Document (November 2017) and the approved masterplan therein. Following on from that, a detailed dialogue has taken place over the last 18 months with the Authority's Landscape, Drainage and Highways officers.

Fundamentally, the Central Wetland Area installations and works will allow the housing parcels to the east of the open space, plus the community hub to be bought forward. There are two elements, which together take in some 6.53 ha of land:

1. The Central Wetland Area, within which will be:
2. The Central Spine Road 'bridge' structures.

We begin with the largest of the two components – the Central Wetland Area.





PART 1: CENTRAL WETLAND AREA

Contextually, the Central Wetland Area is the main green space and flood storage facility within the neighbourhood-wide development at Hampton Park.

THE PURPOSE OF THE CENTRAL WETLAND AREA

The Central Wetland Area is centrally located within the overall scheme and designed to include a variety of features for a rich user-experience, including parkland, water features and the retention of existing mature trees to the south, to create a woodland feel. It is a key part of the neighbourhood setting and its infrastructure.

The landscape proposals show how pedestrians and cyclists can move conveniently through the POS, and how linkages are formed between parcels either side of the Central Wetland Area; the adjoining photographs and 3D visuals show the scheme's appearance.

The landscape character areas within this open space embody the following principles:

- A woodland glade on the area's southern edge
- Species-rich wetland planting alongside the footpaths
- Wildflower meadows on the grassed road embankment
- Open vista northwards towards the Black Ditch and countryside beyond.

In effect, a series of routes will connect different habitats from the woodland to the wetland areas and wildflower meadows. By following the route of these 'nature trails' the different habitats can be experienced.

Although the wetland area is a large moderately sunken space, centrally positioned within the development, it acts as a 'gateway' and visual link to the Black Ditch, further north, and the landscape features have been designed to maintain an open prospect northward to the area beyond. To this end, the area is widest at its northern edge, to capture flood water, and tapers to its narrowest point toward the southern boundary, where there is a more woodland character. This gives the space something of a 'funnel' shape through its longitudinal axis.

On the southernmost tip of the open space, is the Community Hub, comprising the community and youth facility and primary school. These facilities play an important role in anchoring the public open space while allowing hub-users immediate access to the amenity areas. Together, the Community Hub and Central Wetland Area

form an important focal point to the broader neighbourhood. The southern area will link directly into Toddington Lane, where the setting is more rural.

Immediately west of the Central Wetland Area is the recently consented Phase 2B proposals for 46 dwellings. And immediately east of the CWA is the Phase 5 proposals for 260 units. Both of these housing schemes frame and overlook the open space, providing good natural surveillance. This key area of open space provides a safe / overlooked area for children to explore and travel more broadly. The consultant team do not believe the CWA's pathways should be lit – this would detract from the area's aesthetic and introducing an urbanising component which would not be in keeping with the scheme's ethos.

FLOOD STORAGE

In addition to aesthetic qualities and parkland character, the wetland area is the main flood storage basin within the overall scheme: a shallow depression / swale feature has been designed through the length of the space, including a pond, to store and direct surface water toward the Black Ditch and southwards. And, conversely, it has capacity to receive flood water from the Black Ditch and from the development parcels either side.

In terms of design, the adjoining properties will sit higher than the open space, with gentle grassed embankments rising up to the homes (see Figure 5), creating a very legible adjunct and framing device for the public open space.

To create the appropriate levels of rain water storage, the Central Wetland Area will be remodelled - ground levels will be lowered to 1.38m from an existing level of

approximately 1.6m – to create the required storage volumes and informal drainage basins. In addition, the drainage channels that weave through the proposals will have a depth of 400mm. These low-flow channels are designed to direct the flow of water through the development and include oversized box culverts where they interface with a footpath.

It should be noted that for the majority of the time, there will be no water in the Central Wetland Area, except in a rare flood event. In other words, the area and the footpaths will be dry for the most part.

Detailed discussions have taken place with the Council's officers and the Central Wetland Area incorporates a SUDs design that integrates with the housing parcels either side, and the overall drainage strategy for Hampton Park in a manner which contributes positively to the scheme's aesthetic. In that sense, Policy QE SP1 (Quality of the Environment) is fully embraced.



FIGURE 1. THE CREATION OF LOW FLOW DRAINAGE CHANNELS AND WETLAND PLANTING WILL DIRECT SURFACE WATER AND WILL PROVIDE CONSIDERABLE AESTHETIC VALUE TO THE SCHEME. DRAINAGE BASINS LINKED BY A CONTINUOUS SWALE WILL TRAVEL THROUGH THE WETLAND AREA MANAGING THE FLOW OF SURFACE WATER DURING PERIODS OF RAIN, WHILE OFFERING ENHANCED ECOLOGICAL AND HABITAT BENEFIT.

TREES

There are a number of mature trees of notable quality within the Central Wetland Area that are being retained as part of the woodland character. These are concentrated toward the southern end, and will be important in creating an ‘established’ green framework and grain for the site.

The proposals create a verdant and woodland setting to enhance the user-experience, whilst creating a tranquil space for walkers and cyclists to enjoy. Therefore, the existing high-quality trees will be retained as part of the theme of providing an established woodland setting, and these will be supplemented with new tree planting, using native species.

As noted earlier, there will be element of ground lowering/ re-modelling to create water storage areas; this means that some of the ground, including the base of some trees, will sit proud of the ground. To address that change, the gradient between the trees/ flood storage will be 1:20, so there is no issue around safety or root impact.



FIGURE 2. THE EXISTING WILLOW TREES IN THE SOUTHERN PART OF THE CENTRAL WETLAND AREA WILL BE RETAINED.

PATHWAYS

To enhance the user experience and enjoyment through the Central Wetland Area, a series of 3m (in width) footpaths and cycle paths are proposed, that connect the development parcels adjoining the POS. The pathways will be suitably surfaced to fit the open space/ park-like ambience and details are given in the attached landscaping report.

As a point of clarification, the footpaths will be raised so they will they will still be usable during periods of wet weather, this will also help maintenance and management.



FIGURE 3. A NETWORK OF INFORMAL FOOTPATHS AND CYCLE PATHS WILL BE CREATED THROUGH THE CENTRAL WETLAND AREA FOR RESIDENTS TO EXPERIENCE THE DIFFERENT LANDSCAPE CHARACTER AREAS. THE PATHS WILL BE SLIGHTLY ELEVATED SO THEY REMAIN DRY DURING WET WEATHER.

ECOLOGY

The Central Wetland Area provides the main opportunity area for biodiversity opportunity and enhancement within the scheme. The wetland species will provide a suitable habitat for wildlife to flourish and the existing and proposed trees will provide an opportunity for birds and bats to forage across a broader area than presently applies.



FIGURE 4. WILDFLOWER PLANTING THROUGH PARTS OF THE CENTRAL WETLAND AREA WILL PROVIDE OPPORTUNITIES FOR ECOLOGICAL ENHANCEMENTS BY PROVIDING AMONGST OTHER THINGS FORAGING WILDLIFE. WILDFLOWERS WILL BE MUCH IN EVIDENCE ON THE GENTLY-SLOPING EMBANKMENTS.

THE RELATIONSHIP BETWEEN THE CENTRAL WETLAND AREA AND THE GREEN SWALES IN PHASE 5

An attractive feature within the Phase 5 composition is the incorporation of green swales, one dividing the area in two, with a second green swale on the eastern edge. These longitudinal green fingers are intended to direct the surface water flow toward the Central Wetland Area in a controlled manner. At the same time, they will provide an important amenity break within the new parcels. They have been an integral part of the design and the overall drainage strategy linked to the Central Wetland Area.



FIGURE 5. ABOVE IS AN EXAMPLE OF THE LINEAR SWALES SIMILAR TO THAT PROPOSED IN PHASE 5. SURFACE WATER WILL BE DIRECTED FROM THESE SWALES TO THE CENTRAL WETLAND AREA; THE LATTER WILL HAVE A DISTINCTLY MORE INFORMAL FEEL IN ITS MEANDERING PATHS AND DRAINAGE CHANNEL'S.



PART 2: THE CWA AND THE MAIN SPINE ROAD/ BRIDGE STRUCTURES

The spine road through the overall scheme, links the northern roundabout of the Lyminster Bypass, to the retail quarter and Phase 2 / Phase 2B, and then toward the Central Wetland Area.

This central spine road continues across the CWA, via two crossing points, providing linkages through the eastern parcels via a circular route.

The road will be built to adoptable standards, as directed by West Sussex County Council Highways division, with a minimum width of 6.2 metres plus a grass verge and separate footpath / cycle path along its length.

Continuing through Phase 5, the spine road crosses the southern edge of the Central Wetland Area and joins Toddington Lane, with a change in priority junction. This

part of the spine road enables the delivery of the primary school, the youth facility, community centre and housing parcels further east. In that sense, the CWA forms part of/ is an adjunct to the community hub.

Where the road interfaces with the Central Wetland Area, two crossing structures/ abutments are proposed, to the north and south. Consideration has been given to the design and form of these structures to create a high-quality feel for the development. We propose that the embankments are grassed with relatively few features - to maintain the open vista toward the Black Ditch.

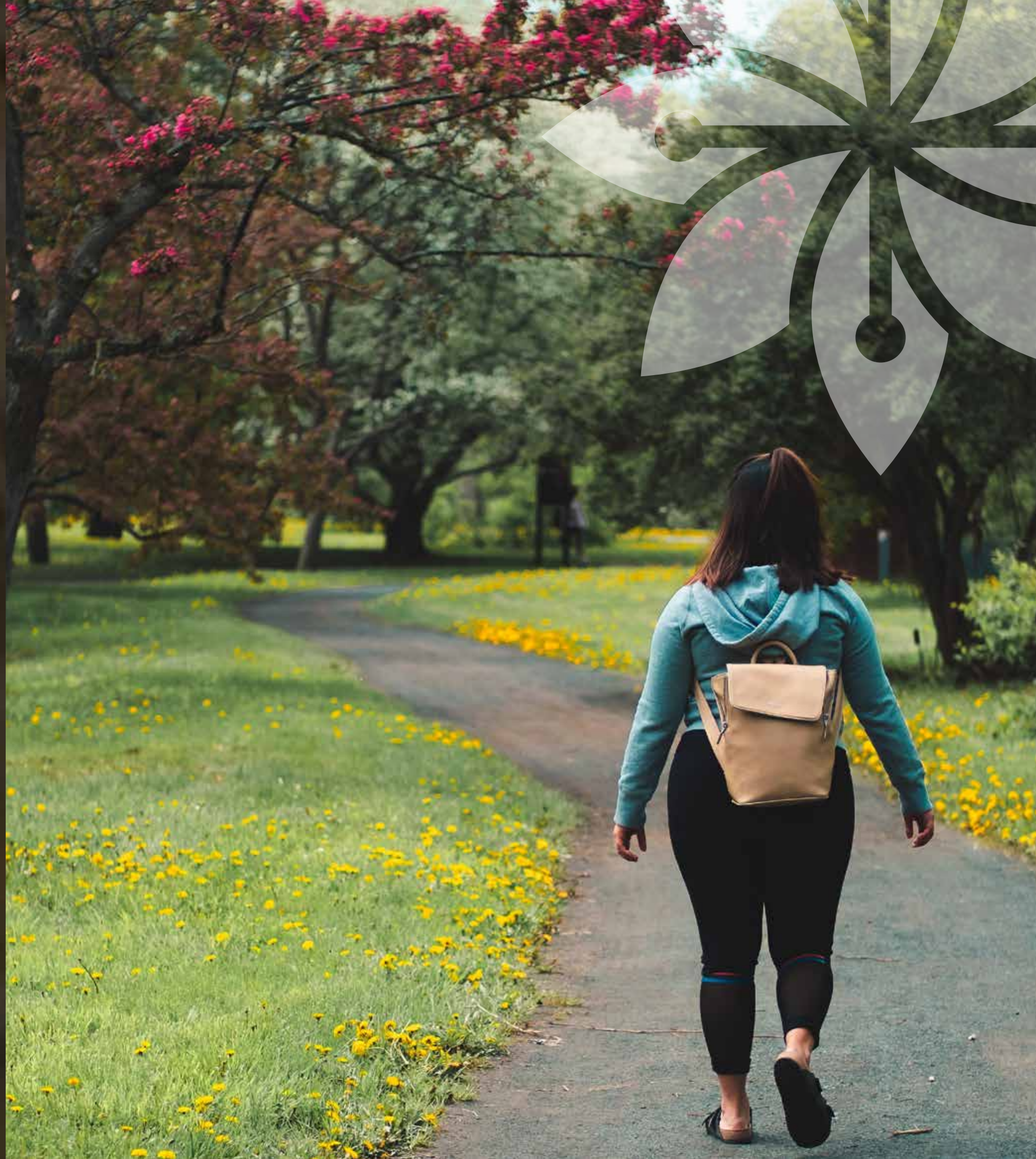
In practical terms, the landscaped crossing structures will sync with the green setting of the open space, and undertake the engineering across the CWA in a sensitive manner. The central culvert through the northern crossing has a width of 12.8 metre and a height of 1.9 metre and provides the connection between the larger compensation areas to the south with the Black Ditch to the north. The central culvert will not be accessible. This existing network of ditches in the land to the north will assist with drainage back to the Black Ditch.

Visually, the crossing structures will appear as gentle grassed embankments with a 1:3 slope, rising to a height of 3.03metres. The attached drawings show an arched bridge / tunnel that will allow flood water (and wildlife) to move and recede through the Central Wetland Area. At its apex, the tunnel will be 2.1 metres in height and will be designed to avoid people accessing the tunnel.

Secondly, on the southern edge of the Central Wetland Area, a similar, smaller crossing is being created – that links to Toddington Lane – with a wildlife corridor and drainage channel.

For ecological considerations, a mammal tunnel is proposed comprising a pipe with a 600mm diameter to allow badgers, and other wildlife, to move through the wetland area.

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CONCLUSION

These infrastructure elements are an integral part of the overall scheme - both in terms of enabling delivery of Phase 5's housing, the primary school and community hub... and for the creation of a central parkland area.

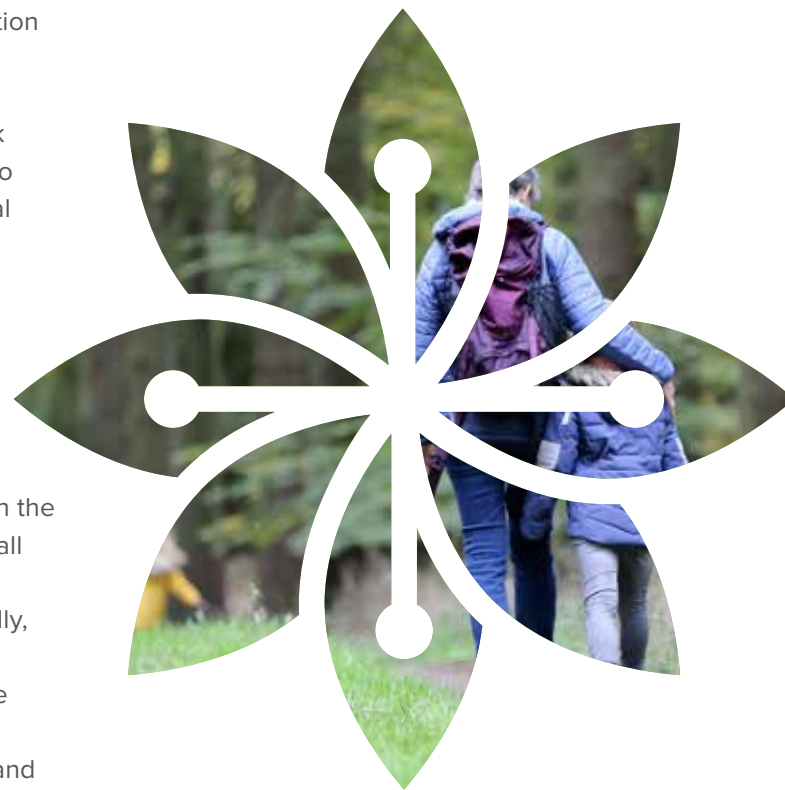
The CWA sits at the heart of the development and this new community, and provides a key aesthetic component, giving the development an enhanced and special sense of place and identity.

Clearly, the central spine road has to unite homes in the separate areas of Phase 2B and Phase 5 and these plans have been tasked to synthesise both visual appeal and engineering function.

For its part, the Central Wetland Area provides the main area of open space / green infrastructure / ecological mitigation for Phase 2B and Phase 5 (and the overall development), and in effect, that will be extended by the Black Ditch to the north, where there will be wide ranging views available across the countryside. In that sense, the open and expansive visual link northwards will be maintained.

The landscape, tree, engineering, drainage and flood compensation components have all been considered in the design's evolution. The proposals work functionally and aesthetically to create an attractive and special space for existing and new residents. The parkland will be safe, and overlooked, and attractively framed by homes that sit above and alongside in Phase 2B and Phase 5.

Principally, the CWA aligns with the guiding principles for the overall masterplan and development framework document. Secondly, the proposals are considered an appropriate response to the site, its setting and the overall aspirations of the masterplan and the fulfilment of the Local Plan's requirements and policies.



**THE LANDSCAPE,
TREE, ENGINEERING,
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COMPONENTS HAVE ALL
BEEN CONSIDERED IN THE
DESIGN'S EVOLUTION.**



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