

# Parcel A2/B6 Hampton Park Toddington Lane Littlehampton

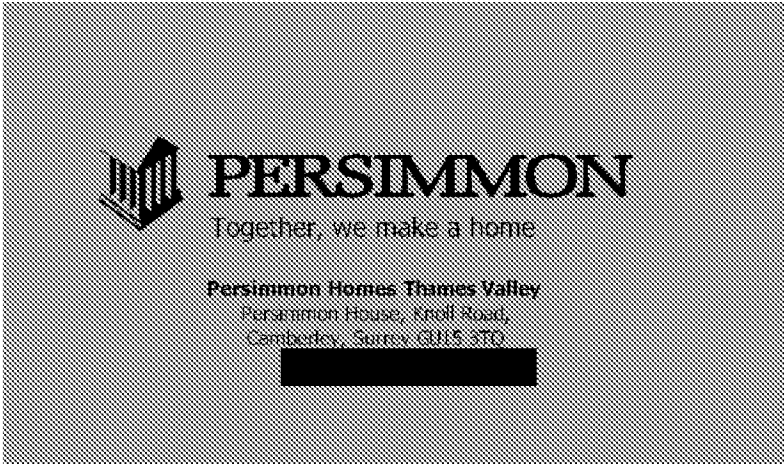
Design & Access Statement  
December 2018



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# 1. Introduction

This document provides the design rationale for the next phase of residential development at the North Littlehampton Strategic Development Area (NLSDA).

The third phase of development has been informed by the approval of application LU/182/15/PL, which sought to vary conditions 4, 6, 7, 8, 39 & 42 of outline approval LU/47/11. Both parcels are situated to the south of Toddington Lane and will be separated by the proposed bridge over the railway line.

The original masterplan designated this land for a youth facility although the s73 application identified 'areas of improvement' in the overall masterplan and following a period of consultation. The youth facility was relocated next to the primary school and community building to create single 'community hub'. The revised masterplan shows housing on Parcel A2 and 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.

This document needs to be read in conjunction with the submitted drawings, and all other supporting documentation. Overall, this document will provide a clear and unambiguous structure of the design approach taken for this phase of development.



## 2. Site Analysis

The subject site forms part of the wider North Littlehampton mixed use development, which will include a local centre as well as community facilities, services and infrastructure and will connect the site to the town centre and seafront via the southern section of the Lyminster Bypass.

Figure 1 shows the wider context of the site with a red line boundary delineating the Persimmon land ownership and connectivity to the Lyminster bypass. Figure 2 details the layout of each parcel and how they relate to one another.

Each parcel will be accessed directly off Toddington Lane with the entrance positioned so as not to compromise existing access arrangements. Both parcels are clearly delineated by the Lyminster Bypass and the railway line along the southern boundary. These provide very clear boundaries and the accompanying layout has orientated built form and landscape buffers to minimize impact on residential amenity.

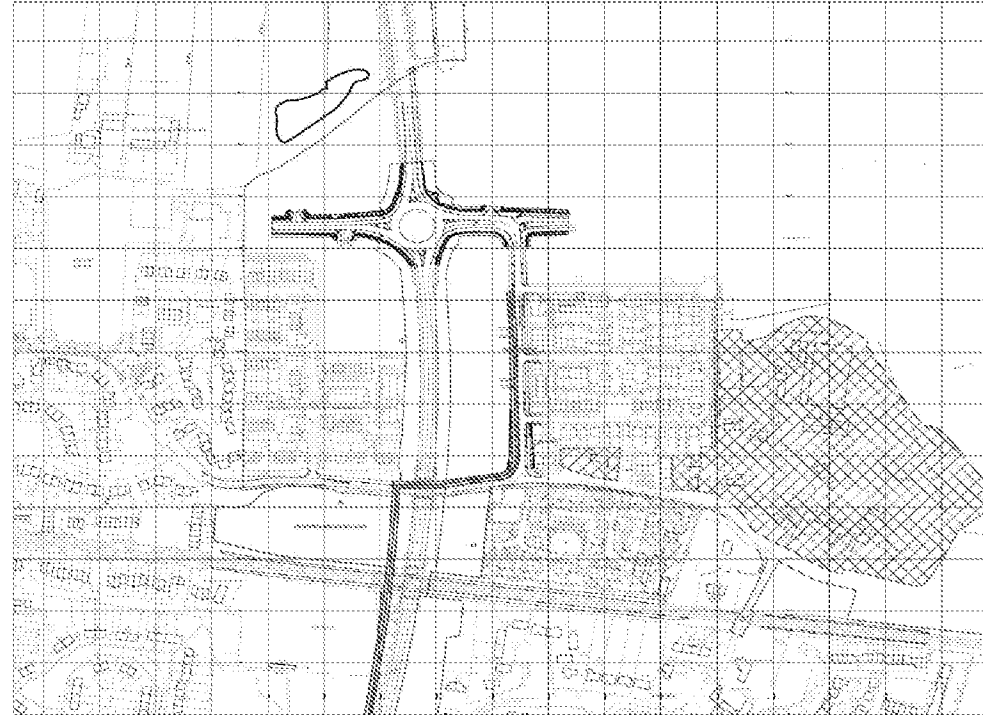


Figure 1: Wider Site Context

## 2. Site Analysis

Both parcels are heavily influenced by existing residential development along Toddington Lane. To the east of Parcel B6 is 'Hollyacres' a recent residential development and to the west of Parcel A2 is 'Empress Close', an established housing estate. In accordance with the Development Framework Document Parcel 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. Toddington Lane is generally characterized by small and medium family houses with some elements of medium density apartments. Design cues have been taken from both areas.

Turning to the DPD, part of the design axiom of Parcel A2 and B6 is creating the natural transition from established residential areas to the more urban vernacular northwards in the commercial hub. Parcel B6 is the 'end' for this character area providing the established character balance along Toddington Lane and the Western Development Character Area while transitioning to the more modern vernacular of the Southern Quarter Character Area and Local Centre.

50 new dwellings are proposed across the two parcels alongside a new landscaped buffer on the southern edge to Toddington Lane and formal open space on the eastern edge of parcel A2. The on-site open space is contained within a 780 sq m 'double LEAP' that will serve existing and new residents via a footpath from Toddington Lane.

The proposed mix comprises 2-3 bedrooms houses and 2 bedroom apartments in an arrangement of mostly semi-detached and detached houses. The detached dwellings create a focal interest in the street scene while the apartment block in Parcel B6 maximises efficiency in accordance with the DFD.



Figure 2: Proposed Site Layout

### 3. Design Principles

The outline masterplan proposed a very clear structure of continuous public frontage overlooking public routes and spaces with private rear areas predominantly backing onto new or existing private rear areas. This overall concept has been carried through into the detailed scheme. Strategic planting reinforces the building line with regular trees and boundary treatments enlivening the street scene.

Dwellings in both parcels are set back from the kerb edge, with either off street or small courtyard parking. The units are arranged in clusters of small semi-detached and detached plots. Parcel B6 also offers the opportunity for slightly higher density apartment blocks to maximise the potential of the development parcel and provide an appropriate transition along the Lyminster Bypass and IDR. The individual development parcels provide the opportunity for localised residential block variations including back to back, street fencing and courtyard.

Frontages will be planted and will assist in defining the space through either key focal buildings or boundary treatment. Pedestrian legibility is a key design concept that all frontages embrace. Corner buildings provide fenestration to their two outward looking edges to creating natural surveillance and interest in the street scene. They are defined by their scale, change in material, boundary treatment, setback, colour and design.



Figure 3: Extract From Street Scene Along Toddington Lane

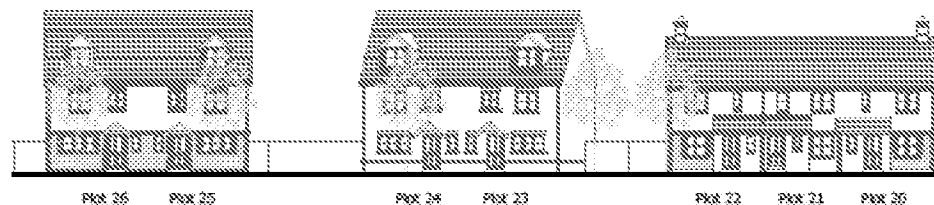


Figure 4: Extract From Street Scene Running Through Phase A2

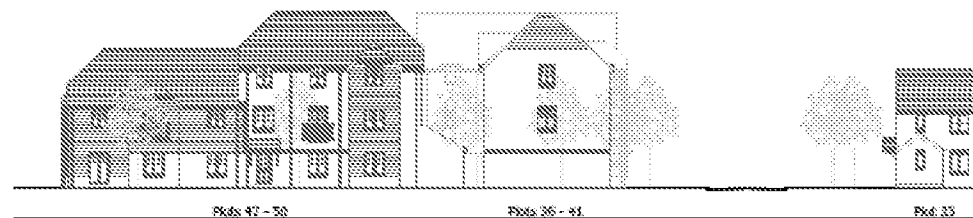


Figure 5: B6 Street Scene

## 3. Design Principles

The Illustrative masterplan demonstrates a clear demarcation between public and private spaces. For these development parcels, this has been interpreted as:

Public areas - open spaces with designated areas of movement defined by footpaths. All of these areas are overlooked and will be maintained by a management company.

Semi-private spaces – these shared areas are principally for the new residents of the development, such as parking areas, and are accessible to residents 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 which are defined by walls, fencing, hedging and / or planting. Private rear gardens will be defined by close board fencing or brick walls.

All proposed dwellings have been appropriately set back with adequate separation distances provided which are 20m back-to-back and 11m side-on –back. In accordance with the DFD, the existing built form has been used to inform design and the materials palette. In this regard the development site comprises 2 character areas: (1) the Western Development; and (2) the Southern Quarter. The following pages detail the overarching design principles that have been incorporated.

The block form structure created allows a clear placement of dwellings. A traditional approach of dwellings fronting roads with a side-to-back distances optimises the use of land parcels while allowing a clear and identifiable dwelling and parking relationship ensuring activity and overlooking of the public realm. To the east of Parcel A2 the structure has softened where dwellings overlook the LEAP. A softer road form is also proposed off the main estate road, with dwellings set back from Toddington Lane to enable landscaping to be enhanced. Parking courtyards and development clusters are used to create variety in the width of roads and enabling different surface and boundary treatments to be established.

While the scale of both parcels A2 and B6 is generally domestic in nature, there are opportunities for two and a half storey dwellings on key vistas. Parcel B6 has the opportunity to provide 2/3 storey apartments in accordance with the principles of the wider character area. A strong sense of place within parcels is created through appropriately scaled built form while the taller elements reinforce and support the street scene. Together with design features they act as focal buildings and local points of interest.



### 3. Design Principles

The road pattern varies from the master plan and instead of 3 cul-de-sacs a more informal arrangement of houses has been created around the spine road. From the access road small clusters of informal housing are arranged in either semi-detached or terraced units similar to the adjoining development, Hollyacres. Decorative features include tile hanging, chimney's, and barn hiping, a selection of 2.5 storey buildings and weatherboarding to key facades.

This parcel comprises a mixture of flats and houses. The response along Toddington Lane is a 2 storey apartment block stepping up to a 3 storey and is proportionately well balanced in scale and height incorporating barn hip roofs, weatherboarding to the

Parcel B6 has a slightly different road configuration to the illustrative layout. The improvements have come through the apartment block which has resulted in a reduced length of road and the provision of 6 affordable houses on the southern end. As noted earlier, full account has also been taken of the form and layout of Hollyacres to ensure consistency with established built form. Frontage development has been sufficiently set back to allow for meaningful landscaping and boundary treatments.

Parking for the apartments is located within an internal courtyard which reduces visual dominance and the levels of mutual overlooking. Furthermore, parking is provided in front of dwellings with landscaping and footpaths breaking up the visual impact.



Figure 6: Apartment Block A Elevation

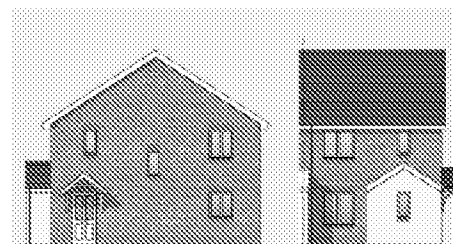


Figure 7: Hanbury (Corner) Elevation

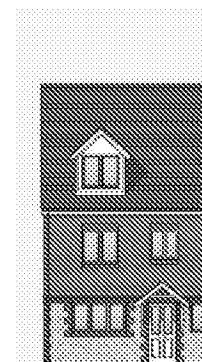


Figure 8: Leicester Elevation

## 4. Western Development Character Area

This area is separated from the rest of the 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 predominantly 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, proposed building height throughout this character area. New development in the western section of the character area should relate back to the character of Mill Lane by using traditional roof tiles, barn hipped roofs with elements of tile hanging and rendering to exposed elevations.

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

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

Shared surfaces running parallel to 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 is proposed. 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.



Figure 9: Character Area Plan

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

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## 5. Southern Quarter Character Area

This area acts as a transition character area leading from existing development along the Toddington Lane towards the new contemporary Local Centre.

Stretched predominantly along the new internal distributor road (IDR) this area will deliver a strong regular and urbanised residential character. There are also opportunities for higher density apartment blocks, particularly to the south where the area abuts the Lyminster Bypass.

The area located between Lyminster Bypass and IDR will deliver mainly high density apartment blocks. These will address the IDR street frontage while maintaining a buffer between the built form and Lyminster Bypass.

This area will use architectural language which will progress from more traditional/suburban character that has developed along Toddington Lane to a more contemporary modern vocabulary and material palette of the Local Centre to the north. Area to the east will deliver residential medium to low density housing with apartment blocks/terraces along the IDR road.

Southern Quarter Character Area is characterised by well fronted regular pattern of development. Streets compromise a palette of consistent material within each street scene with variation across the area permitting a transition from more traditional character of existing Toddington Lane development to modern, contemporary Local Centre Character area.

Planting will vary from more regular structured pattern along the IDR road to a less rigorist approach with central area of parcels. Some low level walls to front gardens along the IDR with less urban feel of heading and railing to frontages within the central section of the parcels.

Corner buildings to act as focal features through increased height and elevational treatment design. Design will evolve along the north – south axis ensuring that transition between character areas and existing development is smooth and natural.

Some open space will be provided on parcel with the additional green space surrounding the apartment blocks.

Car parking courts designated for apartment blocks are designed to ensure good degree of integration between achieving parking standard while ensuring that there is a degree of soft landscaping and incidental green open space to serve future communities.



## 5. Southern Quarter Character Area

The application is for 50 dwellings including 23% affordable housing. A mix of houses cater for a wide range of household types and requirements. The table below details 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.

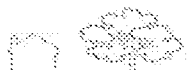
|                           | Ft <sup>2</sup> | NO.       |
|---------------------------|-----------------|-----------|
| <b>Market:</b>            |                 |           |
| Ainwick                   | 638             | 2         |
| Hanbury/CR                | 761             | 8         |
| Hatfield                  | 969             | 4         |
| Clayton/CR                | 999             | 4         |
| Leicester                 | 1162            | 6         |
| Lumley                    | 1220            | 3         |
| Chedworth                 | 1222            | 2         |
| F2, 2bed, 3 person        | 734             | 2         |
| F3, 2bed, 3 person        | 697             | 2         |
| F4, 2bed, 3 person        | 698             | 1         |
| F5, 2bed, 3 person        | 698             | 1         |
| F1, 1bed, 2 person        | 557             | 3         |
| <b>Total Market</b>       |                 | <b>38</b> |
| <b>HA</b>                 |                 |           |
| 3BH                       | 761             | 5         |
| 3BH-CR                    | 761             | 1         |
| HA-F1, 2bed, 4 person     | 778             | 2         |
| HA-F2, 2bed, 4 person     | 800             | 2         |
| HA-F1-WH, 2 bed, 3 person | 778             | 1         |
| HA-F2-WH, 2 bed, 3 person | 800             | 1         |
| <b>Total HA (23.5%)</b>   |                 | <b>12</b> |
| <b>TOTAL ON SITE</b>      |                 | <b>50</b> |

Garden fences will comprise either a 1.8m high close-boarded timber fence or a 1.8m brick wall, which complies with the recommendations of the Noise Assessment by WYG. Front boundary treatments will comprise black railings to the units addressing Toddington Lane and low level brick walls.

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

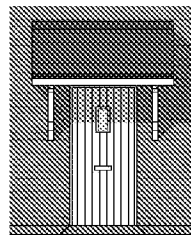
Drawing 544\_PL\_108B details the refuse collection strategy. For the individual dwellings bins and bicycles will be stored in rear gardens and rear access provided to enable easy and direct access. For the apartment block, communal refuse and cycle stores are provided within easy reach of apartments and the adopted road ensuring the required 35m carrying distance is complied with.

'Secure by Design' principles have generally 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.

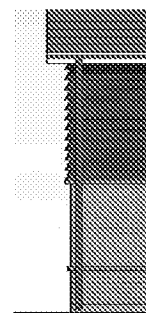


## 6. Materials and Finishes

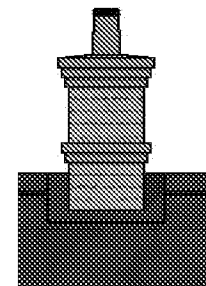
| House type               | Brick                                                | Roof            | Windows      |
|--------------------------|------------------------------------------------------|-----------------|--------------|
| Alnwick                  | Brown traditional multi brick                        | Clay roof tiles | White framed |
| Hanbury/CR               | Brown traditional multi brick                        | Clay roof tiles | White framed |
| Hatfield                 | Red/Brown traditional multi brick                    | Clay roof tiles | White framed |
| Clayton/CR               | Red/Brown traditional multi brick                    | Clay roof tiles | White framed |
| Leicester                | Brown/ Brown traditional multi brick to ground floor | Clay roof tiles | White framed |
| Lumley                   | Red/brown traditional multi stock                    | Clay roof tiles | White framed |
| Chedworth                | Red traditional multi brick                          | Clay roof tiles | White framed |
| F2, 2bed, 3 person       | Red traditional multi stock                          | Clay roof tiles | White framed |
| F3, 2bed, 3 person       | Red traditional multi stock                          | Clay roof tiles | White framed |
| F4, 2bed, 3 person       | Red traditional multi stock                          | Clay roof tiles | White framed |
| F5, 2bed, 3 person       | Red traditional multi stock                          | Clay roof tiles | White framed |
| F1, 1bed, 2 person       | Red traditional multi stock                          | Clay roof tiles | White framed |
| 3BH                      | Brown traditional multi brick                        | Clay roof tiles | White framed |
| 3BH-CR                   | Brown traditional multi brick                        | Clay roof tiles | White framed |
| HA-F1, 2bed, 4 person    | Red traditional multi stock                          | Clay roof tiles | White framed |
| HA-F2, 2bed, 4 person    | Red traditional multi stock                          | Clay roof tiles | White framed |
| HA-F1-WH, 2bed, 3 person | Red traditional multi stock                          | Clay roof tiles | White framed |
| HA-F2-WH, 2bed, 3 person | Red traditional multi stock                          | Clay roof tiles | White framed |



Door style with lean-to porch canopy



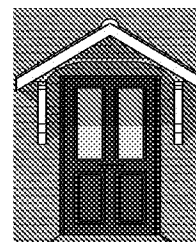
Tile hanging



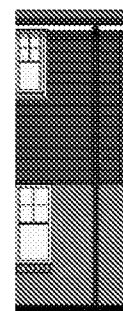
Chimney detail



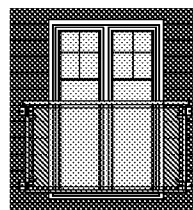
Corbel dentil course detail



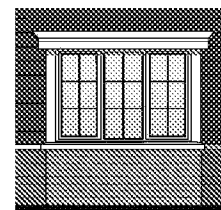
Door style with pitched porch canopy



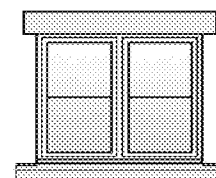
Weatherboard



Juliette Balcony



Bay window



Stone Header and cill

## 7. Access and Parking

The access position is determined by visibility splays and has moved slightly eastwards (from the master plan) to accommodate the existing access to Parcel A1 opposite. A new landscape buffer along Toddington Lane will maintain the rural edge and will soften the appearance of the built form.

Access will be a short length of estate road from Toddington Lane leading to softer/private surfaces with housing framing the roads. All dwellings have been provided with the required number of parking spaces to comply with WSCC standards while parking is broken up visually by footpaths and landscaping.

Different surface treatments will be incorporated to ensure a sense of place and interest. Private front gardens allow a strong landscape separation between the dwellings, parking and roads enabling trees and softer edges within the development.

The road hierarchy proposed has sought to expand the broad principles of the main, local and residential roads. The following types of road are proposed with the application site;

- Estate Roads
- Shared Surface Roads/Cul-de-Sacs

The overarching rationale for the road hierarchy is that larger roads are used to carry more intense levels of movements, often with clear and structured segregation of pedestrians, cyclists and vehicles while the roads in the lower order will be less engineered and extend to the edge of the development.

The overall internal road layout is dictated by the proposed block structure set out in the Outline Planning Permission where the road pattern has a strong grid-alignment creating a strong urban form.

In addition, the DFD suggest that the design of individual development parcels should provide permeable and legible road patterns. This has been achieved by offering users multiple ways to travel through routes that are safe and overlooked. In addition all open spaces, parking areas and footways within the street structure are overlooked ensuring that streets are safe. The use of appropriate boundary treatments, as detailed previous, is also key to the development of safe legible streets.



## 8. Landscape

A key element of the design is a robust landscape strategy which provides an appropriate setting and a pleasant living environment for residents.

Some tree and some hedgerow removal will be required, particularly along Toddington Lane, to accommodate the development and safe means of access. Where removal is necessary replacement landscaping will ensure key landscape features across the site 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 buffer for the development. The trees are both native and ornamental species. Shrub and herbaceous plants is 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. Appropriate boundary treatment defines the LEAP boundary. Informal areas of landscaping are provided throughout the development and will be defined by structural tree planting.

Proposed surface materials include block paving at junctions, shared drives, and key parking areas. The paving will help reduce the amount of tarmac proposed on the roads and footpaths and will also provide additional colour within the site. Surface finishes within the LEAP include bark mulch and compacted gravel on the paths. In addition to surface finish materials, boundary treatments within rear gardens are close board timber fencing. Boundaries to side of main footpaths within the public realm are railings and low level brick walls. Seating areas are limited to the play area.

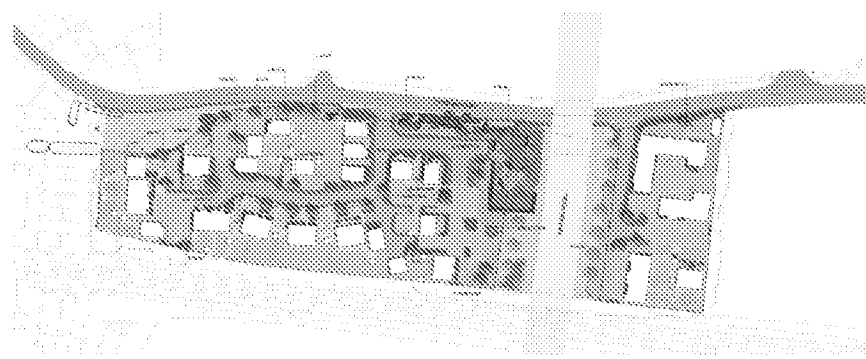


Figure 10: Landscape Layout



## 9. Conclusion

A semi-rural theme is proposed throughout the scheme with the layout allowing a natural transition from the existing neighbourhood to the more urban elements of the local centre. There are two distinct character areas: first, the Toddington Lane response which allows a transition into the overall scheme, and second, the arrangement of dwellings around the main estate road. A new landscape corridor alongside Toddington Lane will maintain its rural appearance while providing an attractive sylvan approach to the scheme.

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 NLSDA while ensuring a sense of identity and place.

