

Sites A and B, Hampton Park, Littlehampton

Design & Access Statement



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Project	Sites A and B, Hampton Park Littlehampton West Sussex			
Document Title	Design & Access Statement			
Document By	GP	Date	20/10/2021	
Checked By	DS	Date	26/04/2022	
Project Number	21023	Revision	P04	
Rev	Notes	By	Chkd	Date
P1	Planning issue	MH	AC	Oct 20
P2	Revised Planning Issue	GP	DS	Dec 21
P3	Revsed Planning Issue	GP	DS	Apr 22
P4	Revised Planning Issue	GP	DS	Apr 22

01 - Introduction

Following National Planning Policy Guidance, this Design and Access Statement is submitted in support of the outline planning application for up to 71 homes with all matters reserved except access from the newly constructed Lyminster bypass and roundabout at Sites A and B at Hampton Park.

Text and figures in this document are all illustrative.

This Design and Access Statement provides a coherent and coordinated overview of design principles and is intended to provide a clear vision for detail design of the development. It sets out the context of the project and the site and summarises the design principles and approach.

The design has been developed with reference to Arun District Council's Supplementary Planning Documentation.

The Design & Access Statement forms an integral part of the application submission. This document should be read in conjunction with the associated drawings, reports, and documents prepared as part of this application. Other supporting documents, including the Planning Statement and Transport Statements, are provided under separate cover to explain further how the scheme meets the required criteria.

This application proposes a high-quality housing scheme, providing new market and affordable tenure dwellings that meet local housing mix needs in the District. The dwellings will provide a new gateway to the proposed Hampton Park masterplan using traditional forms, scale and materials giving the development a high quality of visual amenity.

02 - Planning Statement

Please refer to the Planning Statement accompanying this Outline Planning Application drafted prepared by Luken Beck Planning Consultants.



Fig. 1 - Wider Site Location

03 - Project Description and Overview

LOCATION

The site is located to the north of the town of Littlehampton in a predominantly residential environment. Land to the north is more open, dominated by agricultural land interspersed with mature tree / hedge lines. The southern boundary of the site is bordered by residential properties to the south and west by a parcel of land (Persimmon Homes Phase 1) which comprises 114 occupied dwellings, with the residential area of Toddington located just beyond the railway line c. 366 meters (m) to the south. Most of the surrounding landscape is residential, with the built mass of Littlehampton stretching out c. 4.5 kilometres (km) to the southeast.

The site is part of a former horticultural nursery located north of Littlehampton, which is currently being re-developed as an urban extension, known as North Littlehampton Strategic Development Area (SDA) and marketed as Hampton Park.

The site is formed of two site areas: Site A (0.91 hectares) and Site B (0.81 hectares) located immediately west of the approved route of the southern section of the Lyminster Bypass (LU/278/17/RES), which will form part of the planned new road running north/south from the A27 at Crossbush in the north to Littlehampton town centre in the south.

Site A is situated south-west, and Site B is situated north-west of the newly constructed roundabout on the southern section of the Lyminster Bypass.

Access to the sites has been constructed via a ‘spur road’ running westwards from the roundabout.

HOUSING NEED

Every Council is required by the Government to boost significantly the supply of housing and to make planning decisions in the light of a presumption in favour of sustainable development.

Arun District Council have a need for both open market and affordable housing. Approval of this development will help towards addressing the present shortfall of housing within the District.

The National Planning Policy Framework (NPPF) and the supporting National Planning Practice Guidance (NPPG) set out design guidance for new development and these design principles have been embraced as part of the design strategy.



Fig. 2 - Wider Site Assessment 1:10,000

KEY

Schools

Retail

Leisure

Health

Bus Stops

Gaps Between Settlements

Strategic Employment Site

Flood Zone

Existing Open Space

Site Boundary

Built-Up Area Boundary

Masterplan Boundary

Biodiversity Opportunity Area

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04 - Masterplan Context

The application site forms the north-western corner of the North Littlehampton Strategic Development Area (SDA) masterplan and marketed as Hampton Park that is currently being constructed.

The application site currently forms part of the non-residential hub zone originally been designated as the Local Centre Character Area.

The current proposals of Sites A and B deviate from the approved Use Zone, but try to reflect the massing and appearance of the Local Centre Character Area as illustrated in the approved Development Framework Document (extracts below). After a number of design options, a proposal of fully residential scheme is being brought forward.

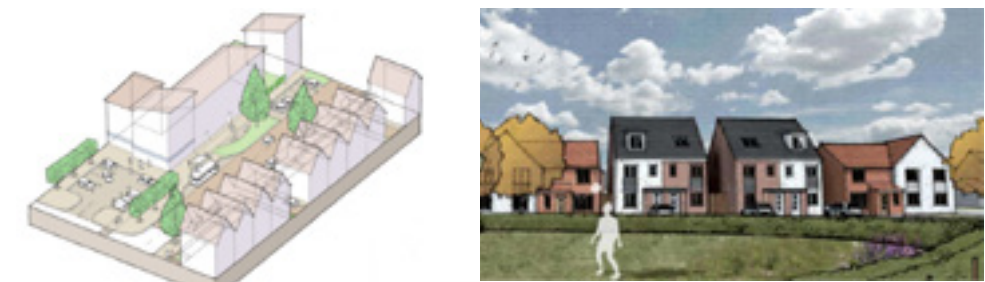


Fig. 3 - Development Framework Local Centre Character Area illustrations



Fig. 4 - Wider Hampton Park Masterplan



Fig. 5 - Hampton Park Masterplan Uses Plan

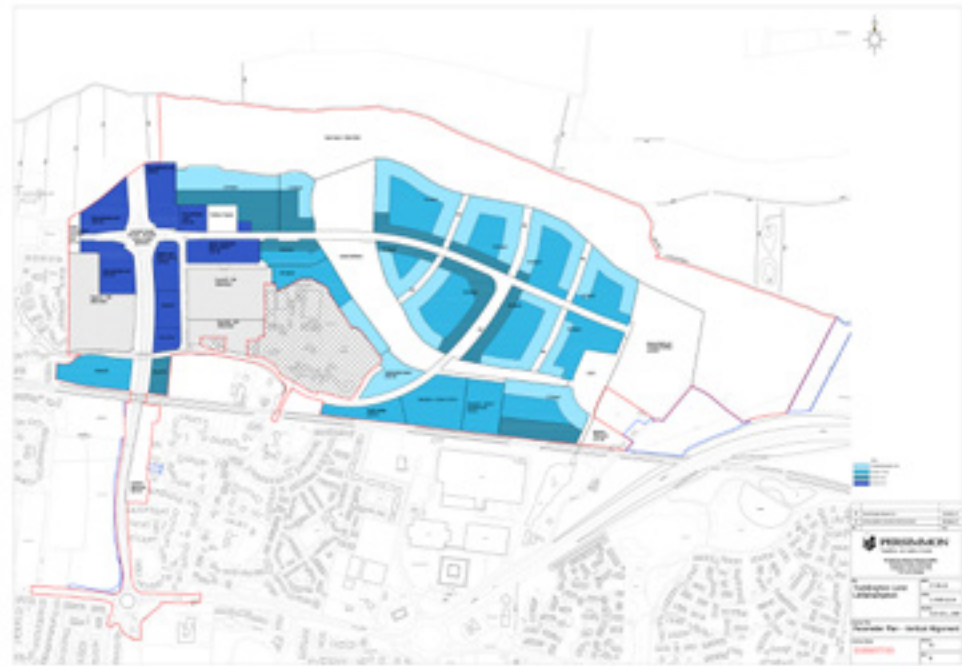


Fig. 6 - Hampton Park Masterplan Heights Plan



Fig. 7 - Hampton Park Masterplan Amenity Spaces

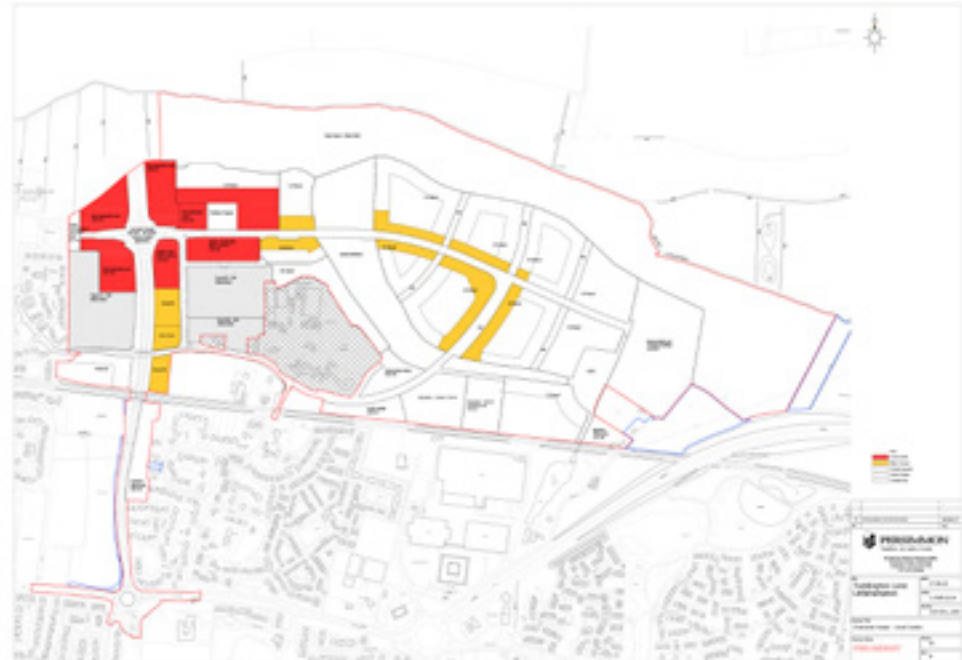


Fig. 8 - Hampton Park Character Areas Plan

05 - Site Assessment

A unique site characteristic is that the access from the Lyminster bypass into sites A and B has already been constructed as part of the broader Hampton Park Masterplan progression.

SITE A

Located in the south-west of the site, this parcel is dominated by bare ground with ephemeral vegetation. An area of sparsely vegetated neutral grassland was present in the north-west corner of the parcel. This site contains a redundant drainage swale and spoil from the newly constructed bypass and is generally flat.

SITE B

Located in the north-west of the site, this parcel was dominated by bare ground with sparse ephemeral vegetation similar to that in parcel A. To the north of the site, dense scrub planting has been allowed to encroach on to the site. The most important ecological feature of the site was the T1 and T10 poplar trees on the northern boundary which has been assessed to hold low ecological value but which is being retained under the proposals.

The southern portion of site B is generally level made up of spoil from the bypass. Beyond the line of heras fencing, the topography slopes down towards the north. The most notable change in levels occurs at the north and north western boundaries, where the ground slopes down sharply as it leaves the site's boundary.

BYPASS EDGE

The redline boundary of the two sites is set back from the carriageway edge of the new bypass by wide landscape verge which includes new tree planting including lines of stock trees, underplanted saplings and hedgerow whips which will effectively screen the development sites from the new road.

Potential pedestrian access across these verges is unlikely, so the main vehicular and pedestrian route in to the sites will be via the existing access points on the new spur road from the roundabout.

As part of the new wider Hampton Park Masterplan is an extension to the existing waste recycling plant to the west of the sites, and the design proposals must incorporate mitigation.



Fig. 9 - Existing Site Aerial Sketch

06 - Site Photographs

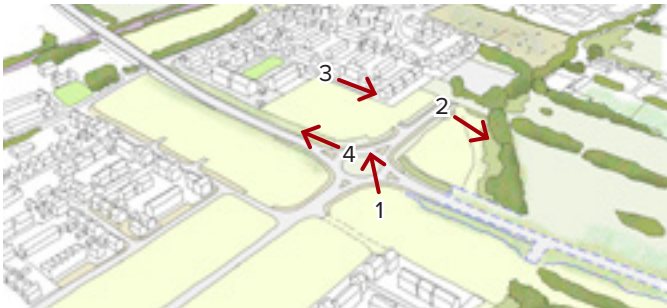


Fig. 10 - View 1 - View of New Roundabout from the Lyminster-Bypass



Fig. 11 - View 2 - View North/East of Low-grade Green Belt in Site B



Fig. 12 - View 3 - View North showing Site A boundary condition on Hinchliff Drive



Fig. 13 - View 4 - View South along the Lyminster-Bypass

07 - Site Evaluation

In this section of the Design and Access Statement, we identify relevant constraints and opportunities that will need to be considered and implemented where possible in the proposals for any development of the site.

OPPORTUNITIES

- There is existing, safe vehicular and pedestrian access and egress to the site already built as part of the broader Lyminster bypass and Hampton Park masterplan.
- There is the potential to provide market and affordable housing to help meet local needs, utilising 'Updated Housing Needs Evidence document 2016' produced by GL Hearn for Arun District Council to meet housing mix guidance policy.
- Opportunity for distance views north across the water meadows from site B.
- Create a new publicly accessible open space with children's play facilities.
- Create a new residential development with quality design and a sense of place derived from local character and transition into the proposed masterplan.
- Continue existing frontage along new Lyminster by-pass.
- There is an opportunity to provide gateway focal architecture into Toddington and Littlehampton.
- The ability to correct the poor urban design of a local commercial centre positioned on a roundabout.
- Strong landscape buffers protect proposed housing from noise pollution for the bypass.
- Neighbourly back to back garden relationship with existing residential homes.

CONSTRAINTS

- Fixed site access caused by already constructed Masterplan
- The proximity of the new bypass means the possibility of exposure to road noise.
- The development site is currently allocated as a commercial site for a broader masterplan.
- There is an existing pedestrian route through site A.
- The new recycling site extension with potential for noise and smell pollution.
- Significant site level changes to the north of the site B.

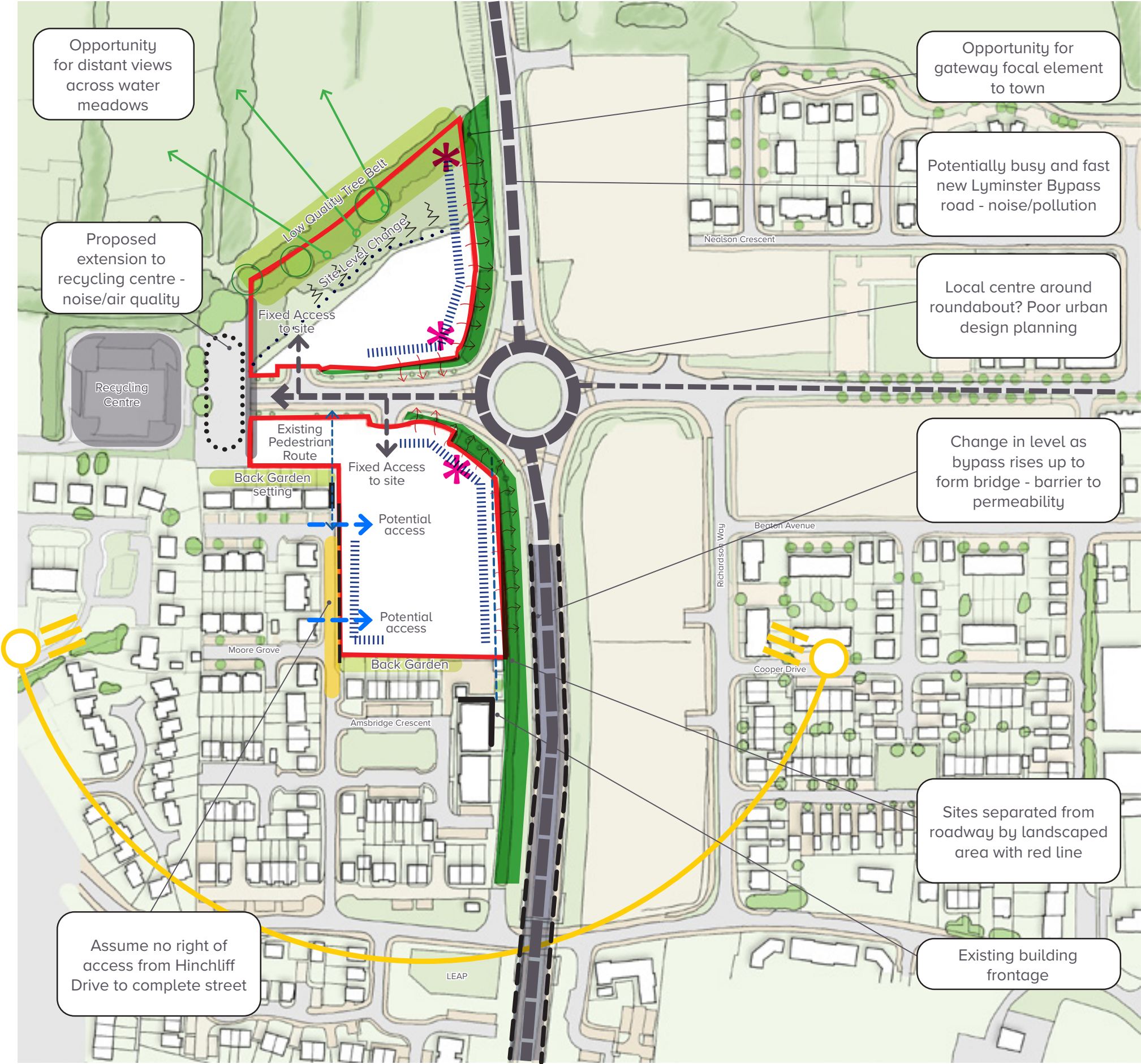
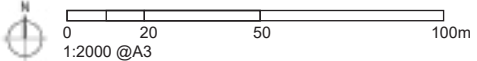


Fig. 14 - Site Analysis 1:2000



08 - Evaluation

The vision for the development is to provide an exemplary high quality and sustainable residential addition to Littlehampton which is sensitive to the adjacent landscape setting of the Black Ditch, integrates well with existing adjacent residential areas and promotes long term health and cohesion of the community.



Design & Access Key Principles

Based on local, regional and national guidance, it is possible to identify several key design and access principles that the site’s development should adhere to promote quality in the design and layout of the scheme.



Quality in Design

The scale and massing, siting, and external appearance of the development should integrate with and be in keeping with the surrounding area’s character and the context of the proposed masterplan. Development should enhance the site’s appearance and contribute positively to the area’s visual amenity, creating a sense of place.



Connectivity and Integration

The development should be well integrated with its surroundings, strengthen connectivity between parts of the built environment, and forge strong links between the site and surroundings. The development should also take account of existing circulation networks.



Activity

The development should seek to maximise activity to the street frontage, especially at ground floor level, to promote vibrancy and vitality. Access points and distinctive design features should be located on primary frontages and public spaces to maximise interaction.



Views and Vistas

The development should integrate with the overall character of the area and enhance the visual elements of the area. Particular attention should be paid to what the site and proposed development will look like from surrounding vantage points and in views and vistas of the site, both local and long-range.



Trees and Landscaping

Existing landscaping should be retained and managed where appropriate and new elements should be added to create a more attractive environment that supports the broadest possible range of biodiversity. Landscaping should be used to green the urban environment and create a softer edge to the development. It should also be used to define different spaces.



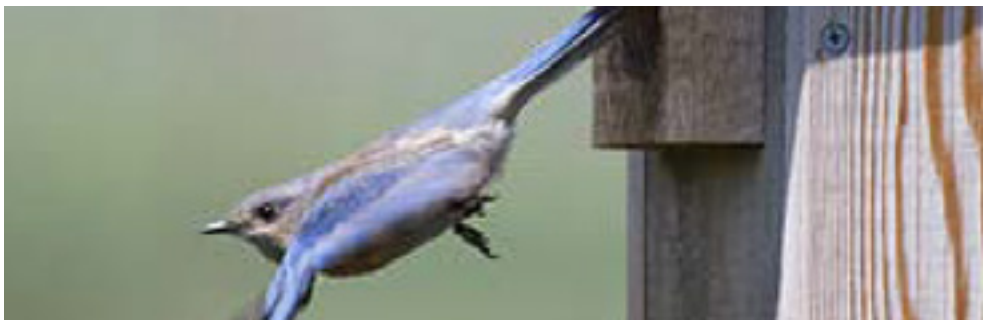
Public Spaces

The development should promote public access to integrate it into the locality and, where feasible incorporate public spaces for use by the wider community. Public and private spaces should be clearly defined to protect amenities.



Pedestrian Priority and Movement

The development should ensure that pedestrians have priority over any form of transport both within internal private areas and external public spaces. The development should also ensure ease of movement through and around the site, including the disabled.



Ecology

The development should have full regard for any features or habitat of ecological value and, where possible, seek to protect and incorporate them into the scheme’s design.

09 - Design Development

ILLUSTRATIVE MASTERPLAN

To ensure Site A and B will be part of a cohesive wider Hampton Park masterplan, we took inspiration from the initial massing aim for the commercial hub as an influence for the proposed residential scheme. Its key features included:

- Large 4 storey non-residential buildings with strong frontage to bypass
- Buildings sit outside red-line boundary
- Buildings sit across bypass SUDs verges
- Proposals sit over northern tree belt
- Long, impermeable building forms with large areas of surface parking
- No connection to adjacent residential areas to south



Fig. 15 - Existing Masterplan Massing for Commercial Hub

ADAPTING THE OUTLINE MASTERPLAN MASSING

Taking the masterplan as a reference of scale, form and mass we developed a range of options with the aim of keeping within the aspirations of the broader Hampton Park masterplan scheme. Each design development iteration then looked to better the relevant policy requirements of amenity, mix and site character and broader masterplan of the previous.

The development proposal aims to maintain the original vertical form and character of the Local Centre by retaining the approved configuration of 2, 3 and 4 storey buildings facing the new Lymminster Bypass.



Fig. 16 - Option 1 - Linear Flat Blocks



Fig. 17 - Option 2 - Smaller Flat Blocks



Fig. 18 - Option 3 - More Houses



Fig. 19 - Preferred Option 4 - Townhouses

10 - Design Response

SITE LAYOUT

Taking the constraints, opportunities and evaluation notes into consideration, an illustration of how development might be provided on the site has been submitted to inform this application. This plan is illustrative only. However, it indicates how the site could accommodate 71 dwellings, the required parking, retained trees and hedgerows, and public amenity open space.

The layout carefully avoids creating residual spaces that lack a clear purpose or ownership, which is achieved by simplifying the layout and placing buildings side by side, focusing on the streetscene to create a conventional street layout.

SITE A

Proposed houses and apartment blocks are arranged around a new central green space, similar in layout to Ambsridge Crescent to the immediate south to create a recognisable streetscape.

Two apartment blocks to the north-east and south-east would form part of the gateway to the wider North Littlehampton development and be up to 4 storeys in height.

A run of distinctive 3 storey townhouses would complete the bypass frontage. The properties facing the Bypass are accessed from the east, via a pedestrian path, and car parking is provided to the rear.

Housing to the west behind the bypass frontage would be 2 storeys in height to tie in to the existing housing development to the south.

The site would provide pedestrian links to the adjacent Hinchliff Drive to the west, and an existing pedestrian route would be completed linking the north of Hinchliff Drive with the spur road.

SITE B

Proposed houses would be arranged along an 'L' shaped access road, with a row of 3 storey townhouses facing Lyminster Bypass to the east. Another 4 storey apartment block would form a strong gateway with the same design principles to those proposed to Site A, would be located to the south-eastern corner, overlooking the Southern Roundabout and Lyminster Bypass. The north and west of the site is retained as green space, providing a buffer to the countryside to the north and the recycling site to the west.

Dwellings are located with good set back distances from the pavements, which has the benefit of creating a wider sense of openness to the development's streetscene.

- New amenity play space creates landscape buffer to north while allowing houses views over the water meadows.
- Housing layout relates to grain of immediate context creating a sense of cohesiveness, familiarity and easy navigation with its surrounding context
- New amenity play space creating community focus
- Outward facing townhouses to by-pass create a sense of destination and make the site easily identifiable
- Turning head for vehicle tracking allows for easy movement for refuse and emergency vehicles.



Fig. 20 - Illustrative Proposed Site Plan 1:1250

10 - Design Response

Use and Amount

A total of 71 new homes across Site A and B are proposed, with a proposed split between market and affordable being 69/31%. The adjacent diagram shows an illustrative tenure split.

Affordable units will be constructed to be indistinguishable from market sale units.

The market housing mix follows Arun District Council Updated Housing Needs Evidence document (2016) of 5-10% one-bedroom, 40-45% two-bedroom, 35-40% three-bedroom and 10-15% four bedroom. Affordable housing will provide the required mix ratio of 30% affordable rented, 22.5% social rented, and 7.5% shared ownership, pepper potted around the site.

The proposals consist of the following:

- 12 x one bedroom apartments
- 27 x two bedroom townhouses / apartments;
- 30 x three bedroom townhouses
- 2 x four bedroom townhouses.

Density of dwellings per hectare for both sites is 42.8 dph.

The amount of development has been a balance between achieving the maximum potential whilst minimising the impact on the surrounding area, enabling the new development to comfortably sit within the proposed Hampton Park Masterplan and not overly dominate the existing surrounding residential architecture.

The development proposes town-houses; these will all have private gardens and allocated parking spaces to suit Arun District Council Highways standards.

The apartments will enjoy the use of shared gardens. A provision of the appropriate unallocated visitor parking spaces equally spread across the development will also be provided.

KEY		
Social Rent	Intermediate	Private
1B2P	1B2P	1B2P
2B4P	2B4P	2B4P
3B5P	3B5P	3B5P
4B6P	4B6P	4B6P

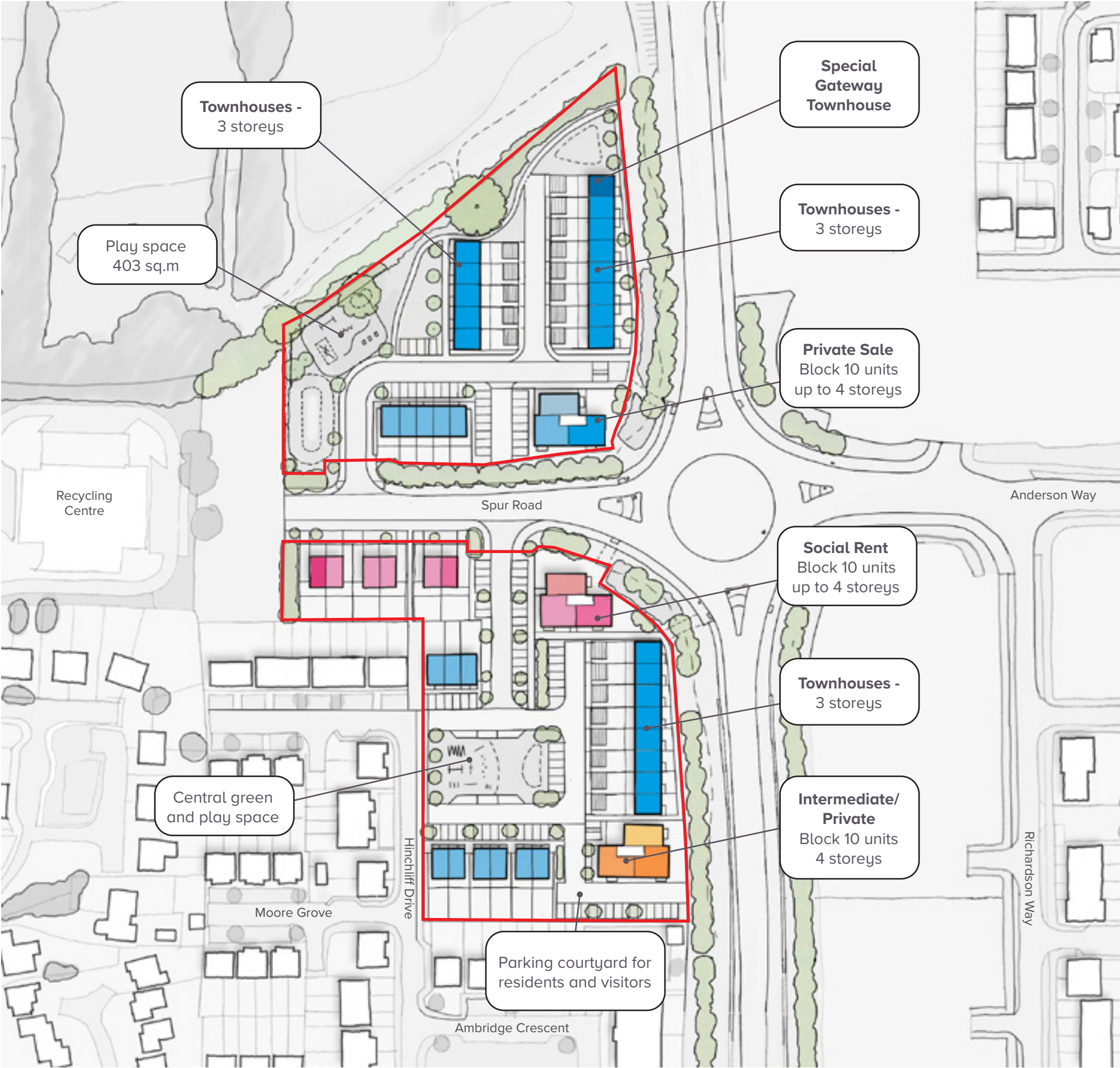
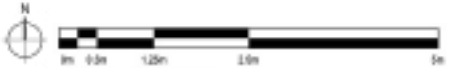


Fig. 21 - Illustrative Proposed Site Plan 1:1250



10 - Design Response

MASSING

The general vision of the new development is to create one of appropriate density, low roof eaves and ridgelines that comfortably sits against the existing residential edge and the proposed wider masterplan.



Fig. 22- Neighbouring Hampton Park context



Fig. 23 - Illustrative Proposed Site Plan 1:1250

10 - Design Response

SCALE

The general vision of the new development is to create one of appropriate density matching the surrounding context, with low roof eaves and ridgelines that comfortably sits against the existing residential edge to the south.

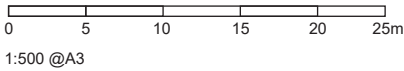
Houses located adjacent the existing residential areas are 2 storeys. Along the new bypass road, the massing increases to 3/4 storeys taking cues from the massing suggested in the Hampton Park masterplan consent.



Fig. 24 - SECTION AA - Illustrative section along Lyminster bypass looking West



Fig. 25 - SECTION BB - Illustrative section through proposals looking East



APPEARANCE - ILLUSTRATIVE DETAILS, MATERIALS AND FORMS

A simple robust palette of materials will be selected for this development.

Materials will also reflect those found in Toddington and the proposed Hampton Park Masterplan.

The predominant materials will be red or buff brick and red clay or grey slate roof tiles. Building forms will reflect the local vernacular while detailing will have more contemporary feel.



Traditional materials with a contemporary approach

Robust and crisp detailing

A limited palette of materials

Fig. 26 - Appearance Precedent

11 - Quality and Character

The proposals aim to tie in to the existing residential neighbourhood to the south, whilst creating an appropriately scaled corridor along the Lymminster bypass.

A variety of building forms are proposed to create architectural interest, arranged around well defined streets and landscape spaces.

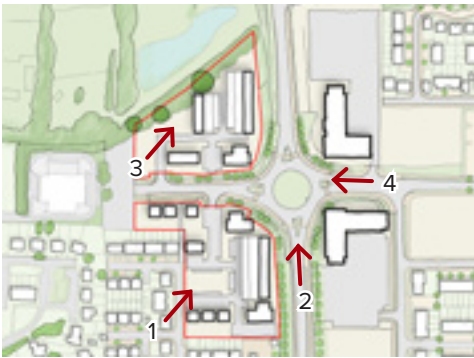


Fig. 27 - **View 1** - Illustrative view from Hinchliff Drive looking north-east across new open space



Fig. 28 - **View 2** - Illustrative view from bypass looking north towards new roundabout



Fig. 29 - **View 3** - Illustrative view of new townhouses on northern green edge



Fig. 30 - **View 4** - Illustrative view looking west across new roundabout

12 - Landscape and Amenity

Please refer to the separate Landscape Design Strategy document prepared by Lizard Landscape Design and Ecology which supports this application.

SITE A

A new central open space will create a new community green, with space for a natural play area.

This central green has the potential to connect in to Hinchliff Drive, creating added amenity benefit for local residents.

The existing Lyminster bypass landscaped verges will be further enhanced with tree planting to create screening to the new buildings. Similarly the edge to the proposed Recycling Centre extension area will be screened with new planting.

The proposed pedestrian link from Hinchliff Drive to the Spur Road will be completed.

SITE B

Open sace is concentrated along the northern boundary edge of the site, creating a generous green buffer to the water meadows to the north. Existing trees along the northern edge will be retained where at all possible.

PRIVATE GARDENS

Each house will have its own private front and back garden spaces. Apartments will have communal green spaces allocated for each block.

OPEN SPACE

2,688 sq.m of open space provided within residential development area supplements the open space already provided as part of the wider masterplan at the Black Ditch.

PLAY SPACE

A 400 sq.m LEAP Play Area will be provided on Site B. An area for localised play on Site A will also be provided within the newly created central green space.

SITE SECURITY

Secured by Design is an initiative to encourage the inclusion of crime prevention measures in new developments. Guidance has been taken from Home Office document ‘Safer Places-The Planning System and Crime Prevention’ and implemented within the illustrative site layout. The guidance is founded upon a number of core principles that include:

- The creation of attractive environments that meet the needs of legitimate users
- Effective site management and maintenance to encourage active use;
- The encouragement of natural surveillance and overlooking;
- The use of appropriate landscaping and planting to reduce the opportunity for crime
- The use of barriers to create a sense of community and ownership; and
- The use of appropriate lighting to enhance security and reduce anonymity.



Fig. 31 - Illustrative Proposed Site Plan 1:1250

13 - Access

The site will meet the particular requirements of pedestrians, cyclists, public transport users, motorists and those with special access needs. The fixed entry points of sites A and B have already been implemented as a part of the Lyminster bypass infrastructure works and have formed the basis of the access strategy. Further information regarding the proposed vehicular and pedestrian access points can be found in the separate Transport Report by DTA that supports this application.

PROPOSED VEHICULAR ACCESS

The newly constructed bypass and roundabout will provide vehicular access that will independently access Site A and B.

Upon entering, the site prioritises pedestrian movement and amenity space availability to encourage a community experience.

CAR PARKING

Car parking will be provided in line with the current car parking standards set out in Arun District Council’s Guidance on Parking Standards Supplementary Planning Document (January 2020). The site lies within Parking Zone 2.

ELECTRIC CHARGING POINTS

All new houses with a driveway will contain an electric charging point in addition to 20% of all unallocated parking spaces, in compliance with the Arun District Council policy requirements.

DISABLED PARKING SPACES

A minimum of 5% of the total number of parking spaces being provided on the site will be disabled person parking spaces.

SUSTAINABLE DRAINAGE

Parking areas will adopt sustainable drainage systems (SuDS) to minimise the risk of flooding as part of a drainage strategy for the development.

CYCLE PARKING

Cycle parking provisions will also be provided in line with Arun District Council’s Parking Standards in Sustainable Communities SPD September 2014. Houses will have dedicated cycle stores and apartment buildings will have internal communal cycle stores suitably sized.

MOBILITY IMPAIRED MEASURES

All pedestrian routes within site and externally near the site access points will be designed to be suitable for the mobility impaired. Tactile paving to assist the visually impaired would be provided at key crossing points..

REFUSE AND EMERGENCY ACCESS

The street arrangement is simple and legible and ensures refuse and emergency access to all dwellings.

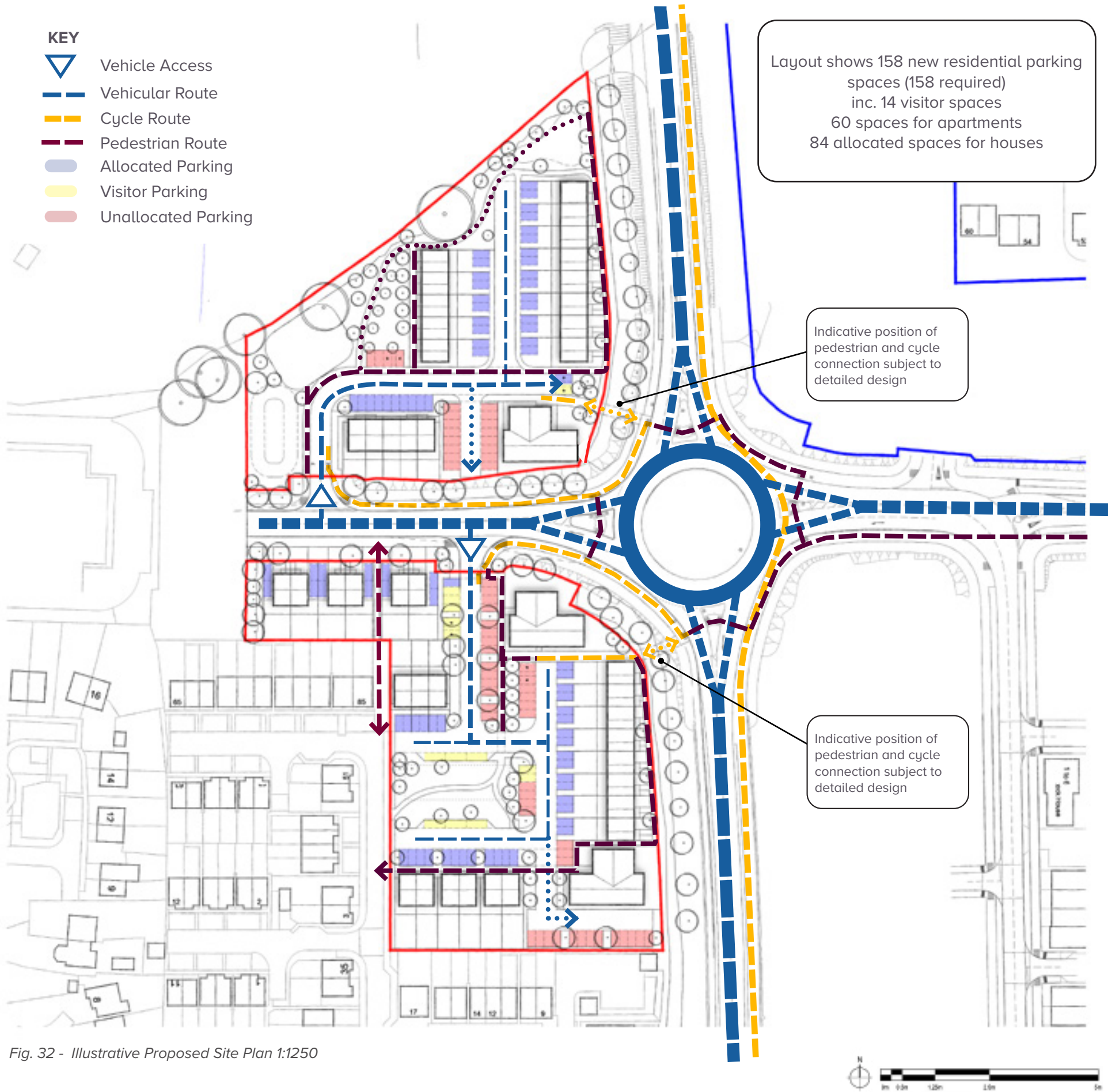


Fig. 32 - Illustrative Proposed Site Plan 1:1250

15 - Conclusions

A new residential development of up to 71 dwellings, including 35% affordable housing is proposed on land at Site A and B Hampton Park.

The proposals represent an excellent opportunity to optimise the potential of Hampton Park Masterplan, providing further mixed tenure housing in the Littlehampton area. The proposed scheme fits the desired mix of market and affordable housing to help meet local needs.

The proposed development allows for a smoother transition from the existing residential estate to the new Hampton Masterplan, addressing the flawed urban design of a local commercial centre positioned on a major roundabout.

At the same time, the proposed residential scheme capitalises on the already built road infrastructure. It provides safe vehicular and pedestrian access and egress to the site as part of the broader masterplan. It can also give a sense of arrival with the opportunity to provide gateway focal architecture into Toddington and Littlehampton.

This Design and Access Statement demonstrates how the proposed development has evolved, having regard to a variety of policy and site specific considerations as well as having regard to the character and context of Toddington and Hampton Park and the wider area.

Technical considerations such as landscape and visual impact matters, ecology, flood risk and drainage, highways & access, and air quality for example have informed the proposed development as explained in this Design and Access Statement and in the other supporting documents.

The proposal will deliver a high quality, well designed sustainable and inclusive development which provides a positive contribution to meeting the market and affordable housing needs of the area, in a most sustainable part of the District.



Fig. 33 - Illustrative Aerial Diagram