



North Littlehampton





New Prospects for North Littlehampton

Planning Application submitted

It is now just over two and a half years since members of the community participated in the North Littlehampton Community Planning Weekend to create a new Vision for North Littlehampton. Since then many more people have attended the North Littlehampton Forums to view and discuss the proposals as they have developed prior to the submission of the outline planning application for North Littlehampton in mid February 2011.

The indicative masterplan, which forms part of the application, shows around 1460 new homes, employment space, a new local centre and community facilities, including a new primary school, all set in an attractive and accessible landscape with good links to Wick, Littlehampton town centre and the surrounding countryside. The application also includes a new road connection to the Worthing Road via a new bridge over the railway, which will help reduce congestion at the Lyminster Road level crossing. Plans have also been drawn up to continue the connection in to the town via the so-called Fitzalan Link, on reserved land between the Worthing Road and Fitzalan Road, so that the regenerative effects of the North Littlehampton development can benefit the town centre. The Fitzalan Link proposal has also been submitted as a separate application.

Public Exhibition

Following the submission of the applications the community is invited to an exhibition of the proposals. The exhibition will be held at All Saints Church, Wick Street, BN17 7JT from 11am-2pm and 5pm-7.30pm on Thursday 10 March 2011. Members of the design team will be on hand to help explain the proposals and gather your comments. The exhibition is being organised on behalf of Greencore and is not part of the District Council's statutory consultation process. Following the exhibition on 10 March the exhibition panels will be on display at Arun District Council Planning Shop, Beach Road, Littlehampton.

I would once again like to thank everyone who has participated during the Community Planning Weekend and at the Forums. I hope to see you at the public exhibition on 10 March and please encourage neighbours and friends to come too.

Charles Campion
JTP Community Planning

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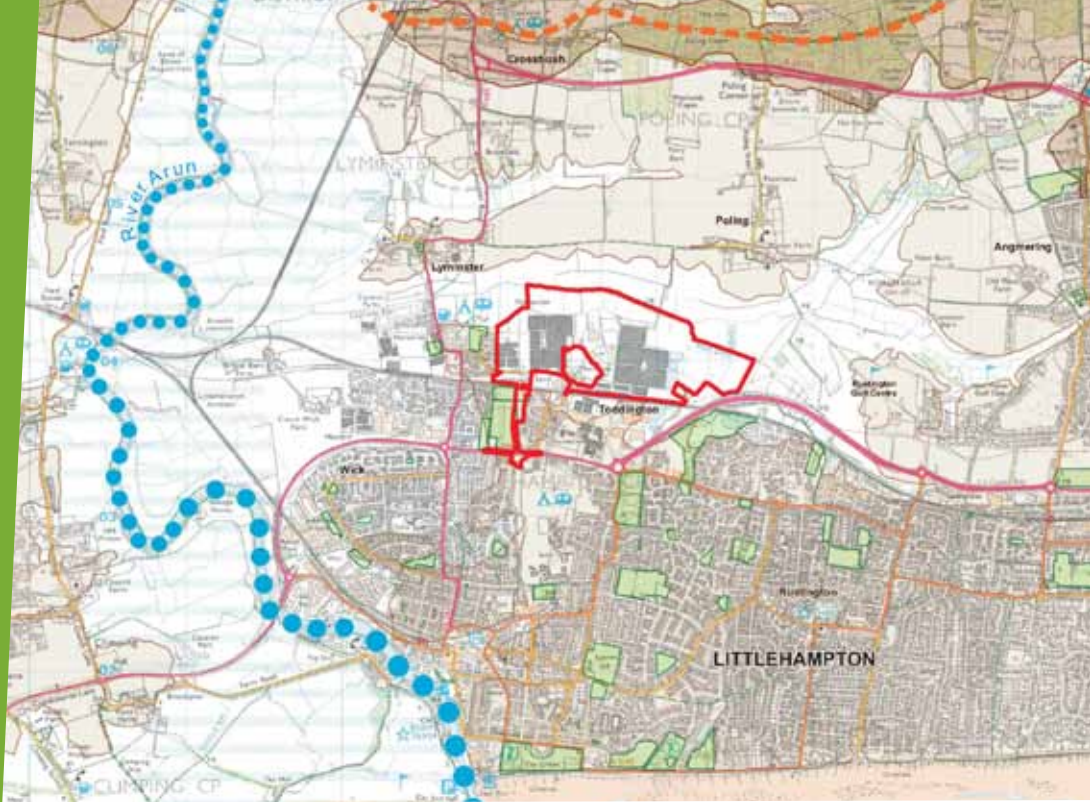


Public Exhibition 10 March 2011

This drop-in event is open to everybody and will provide an opportunity to meet the team and find out more about the proposals which form part of the planning application.

11am-2pm & 5pm-7.30pm
Thursday 10 March 2011
All Saints Church,
Wick Street, BN17 7JT

Everyone is welcome!



 Site location

Planning Background For North Littlehampton

The proposed development of the North Littlehampton site (previously referred to as the 'Toddlighan Nurseries' site) accords with the Spatial Strategy for the Sussex Coast, which seeks to deliver the economic regeneration of the coastal towns in Arun district, partly through the construction of sustainable urban extensions to those towns. The South East Plan (regional guidance) remains in force, having been reinstated by the High Court last November. Even if the South East Plan is revoked during the North Littlehampton planning application process, to be replaced by locally conceived policies in the Local Development Framework (LDF) or replacement Local Plan, Arun District Council has set out its commitment to delivering the regeneration of Littlehampton and the proposals are important in delivering those local aspirations.

During 2010, Arun District Council published its "Vision and Objectives" for the district, which underpin the LDF process. The Vision seeks to achieve greater prosperity for the coastal towns of Bognor Regis and Littlehampton through economic regeneration and urban renewal. Drawing on the previous "Littlehampton Vision" study, the vision for Littlehampton includes:

- Improved accessibility and connectivity around the town;
- New housing and employment development, including well-integrated new communities which bring tangible benefits for the town as a whole;
- Improved community, business, education and health infrastructure facilities;
- Enhanced opportunities and access to services, particularly in the most deprived parts of the town.

This is consistent with Arun District Council's previous Core Strategy "Options for Growth" paper, published for consultation between February and April, 2009. The Options for Growth document confirmed a requirement for development beyond the existing defined built up areas. Three different strategic development options were identified being:

Option 1

Sustainable Urban Extensions to the coastal towns, including an urban extension to the north of Littlehampton;

Option 2

An eco-town at Ford;

Option 3

A mix of coastal and inland development, including an urban extension to the north of Littlehampton.

(continued on back page)

North Littlehampton Sustainable Urban Extension

The North Littlehampton site consists of approximately 85 hectares of land, largely covered with glasshouses, warehouses and other development. The site is a raised area of land overlooking the Black Ditch and

open countryside, and will allow the formation of an attractive new northern edge to Littlehampton, with a sensitive transition created between the new development and existing natural landscape.

The proposed development is an urban extension providing approximately 1460 new homes to meet long term housing needs in the town, together with a new primary school, employment opportunities and associated retail, community and leisure facilities.



| Key | | | |
|-----|---|-----|--|
| 1. | Black Ditch Flood Plain | 19. | Sports Pitches with New Pavilion |
| 2. | Lyminster Bypass (South Section) | 20. | New Bridge over Railway |
| 3. | Potential future Lyminster Bypass (North Section) | 21. | Listed Buildings |
| 4. | New access to enlarged recycling facility | 22. | Higher Density Residential Neighbourhood |
| 5. | Existing Allotments | 23. | Lower Density Residential Neighbourhood |
| 6. | Relocated and new Allotments | 24. | Privately Owned Land |
| 7. | Recycling Centre extension | 25. | Black Ditch |
| 8. | Commercial Area | 26. | Railway |
| 9. | Market Square Retail Area | | |
| 10. | Care Home | | |
| 11. | Youth Facility | | |
| 12. | Hotel | | |
| 13. | Primary School | | |
| 14. | Community Facility | | |
| 15. | Water Meadow | | |
| 16. | New Pond | | |
| 17. | Green Corridor | | |
| 18. | Existing Pond | | |

In addition, the development will fund the construction of a new link road (Lyminster Bypass South Section) providing direct access to the town centre and seafront, including a new road bridge over the railway.

The development framework is based on two interconnected hubs which are designed to focus activity and provide the new urban extension with a clear identity.

The first is a Commercial Hub which includes office space, an enterprise centre, an hotel, a leisure facility and shops with residential above, located around an area of public space which with the well considered use of surface materials incorporates the access from the Lyminster by-pass with a new retail square.

Second, is a Communal Hub, set close to the Central Wetland, which is the social heart of the scheme, containing a Community Centre and Primary School designed around an existing mature landscape setting.

A future route to the north (Lyminster Bypass North) will be delivered by West Sussex County Council using funding partly from this project together with funding from other new and proposed projects in the North Littlehampton area.

When complete it will make this development a new 'gateway' into the town and the illustrated masterplan has been designed to address this. In the meantime, a new access road will be built to the east of the Lyminster bypass providing a convenient link to Toddington Lane and on to Lyminster Road thus completing a temporary connection between the A27 and the Littlehampton town centre via the new railway bridge.

The development will encourage sustainable movement patterns and many pedestrian and cycle routes will be provided through the site. A new bus route is proposed to serve the development, providing local connections to Wick, Toddington and the wider area of Littlehampton including the town centre and seafront.

The Black Ditch and flood plain provides an attractive natural outlook to the north which is to be preserved and enhanced by the development, with new footpaths connecting residential areas to the open countryside. Existing hedgerows cross the Black Ditch flood plain at regular intervals and these are to be retained and extended into the development as ecological corridors.



Sustainability

The design approach aims to 'future-proof' the settlement and the community who will be living and working there in decades to come.

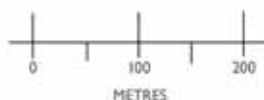
Key sustainability features include:

- Sustainable construction approaches using low carbon materials and design features.
- Energy efficient homes and community facilities, e.g. street lighting as well as buildings - to reduce running costs and boost affordability as well as reduce carbon emissions.

Alastair Finn

JTP

- The importance of water conservation through more efficient systems and fittings.
- SUDs on site to help adapt to climate change impacts regarding likely increase in extreme weather events such as storms and drier, hotter summers.
- Design features and landscaping to provide shade as summers are predicted to get drier and hotter.



- 27. New Roundabout connecting Lyminster Bypass and Fitzalan Link with A259
- 28. A259 Worthing Road
- 29. A259 Rustington Bypass
- 30. Pedestrian Cycle Links
- 31. Wick Football Ground
- 32. Toddington Village
- 33. Eden Park
- 34. Bodyshop HQ



Transport and Traffic

As part of the planning application for the proposed development at North Littlehampton, Mayer Brown Limited has completed a Transport Assessment (TA) report. The report examines the current accessibility of the site, the development proposals and proposed infrastructure improvements, the traffic attraction of the proposals and their impact on the local highway network. It demonstrates that the proposals will have a positive impact on the local highway network in particular reducing queuing times at the Lyminster Road level crossing through the provision of a new bridge crossing over the railway.

The report also identifies that the proposals will provide improvements to the local cycle way/ footway facilities and public transport accessibility in the area. The use of these improved sustainable transport facilities will be encouraged through the introduction of a comprehensive Site Travel Plan.

Strategic Improvements being brought forward by the development scheme include:

- The construction of the southern section of the Lyminster Bypass, which will reduce traffic movements and queuing at the Lyminster Road level crossing.
- The introduction of a new link road connecting the new bypass to Lyminster Road, via Mill Lane and Toddington Lane.
- Closure of Toddington Lane to vehicles and the removal of the Toddington Lane level crossing, providing safety benefits and removing rat-running traffic from Toddington Lane.
- Completion of the Fitzalan Link, which will connect to the new bypass providing direct access to the town centre and sea front. The new road will also provide a high quality access to Littlehampton Academy.
- The introduction of a new bus service that, in addition to serving the development site, will provide a bus service to Wick shops, Toddington, the Littlehampton Academy and improved bus access to the town centre.
- New and improved cycle and pedestrian facilities.

Fitzalan Link Road (illustrated on the right)

A separate full planning application will be lodged to cover the completion of the Fitzalan Link Road. The first section of this new road is currently under construction, as part of an application submitted by WSCC, extending the Fitzalan Road

north via a new arm on the existing Fitzalan Rd/East Street roundabout. This will initially form a new access route to the Littlehampton Academy School. The application to be submitted in conjunction with the North Littlehampton outline planning application will cover the construction of the remainder of the Fitzalan Link Road, with the aim of forming a new route running north-south between the A259 through to the existing Fitzalan Rd/East Street roundabout. This will provide a landscaped street with segregated pedestrian/cycle facilities and controlled crossing facilities linking to the Academy School.

The proposals utilise a corridor of land that has been reserved and protected to facilitate this road scheme and combined with the completion of the Lyminster Bypass, will provide a more direct link to the town and the sea front from the north.

Paul Stocker

Mayer Brown Limited

Landscape and Open Space

Landscape and open space proposals at North Littlehampton form an integral part of the masterplan for new development. The main aim is to create an attractive setting for development and a more appropriate northern edge to Littlehampton. Landscape proposals for the site include a significant number of trees and planting areas, which add to existing trees and hedgerows retained within the development. This planting helps to reduce the effect of the development on the environment, and specifically on the character of the landscape and on views towards the site.

A variety of parks and green spaces are proposed, including water meadows, wetlands and wild flower grassland. These types of green spaces extend into the site from the countryside to the north along with the retained hedgerows and trees adjacent to the Black Ditch. Within the development, planting is a key feature of the streets, parks, play areas and the market square.

Open spaces within the development are easily accessible to all future residents of the site and existing residents nearby. Ease of movement through the development encourages walking and cycling which provide benefits to health and fitness. A variety of footpath and cycleway routes are proposed which would improve access between Littlehampton, the countryside to the north and onwards to the South Downs National Park.

Lee Morris

WYG Environment Planning Transport





Socio-economic impact of the proposed development

The development of Toddington Lane for housing and commercial space, together with the construction of the Fitzalan Link road to the town centre, will have a transformational effect on Littlehampton.

The benefits will be of three main types: jobs, facilities and access.

There will be about 1,500 jobs created on the site itself and in the rest of the town – the latter from the spending by the new residents. Of these, over 700 will be taken by residents of the town and most of the rest will be taken by people commuting short distances. This will be a substantial increase of about 14% in the numbers of Littlehampton residents working in the town. Against this there will be about 90 existing jobs lost on the site, but many of these may be relocated in the area. Because the new offices, business space and shops will be close to some of the most deprived parts of Littlehampton it will increase the opportunities for people living in those parts of the town.

The development will include a new primary school, youth centre, and library.

The new railway bridge and Fitzalan Link will transform access to Littlehampton – both actual and perceived - giving a boost to the town as a place to visit and in which to do business.

Dave Lawrence
Roger Tym & Partners



(Planning Background continued)

The North Littlehampton site was therefore proposed to be allocated in both Options 1 and 3 by Arun District Council. Option 1 (sustainable urban extensions to the coastal towns of Littlehampton and Bognor Regis) emerged as the preferred option from the consultation exercise. This is the most up-to-date consideration of alternative development options undertaken by the District Council. It is assumed that the District Council will review development options again in the light of their current exercise to set new locally-defined development targets, but this is not expected to detract from the need for the North Littlehampton development, because of its many benefits.

Benefits of the Development

The granting of planning permission for the development at this stage will contribute to addressing the significant housing land supply shortfall in Arun District, in a manner which is consistent with the adopted and emerging Development Plan documents for the district.

The site at North Littlehampton is developable and deliverable, and it will contribute to meeting the development needs of the area. A key regeneration benefit of the proposals is the provision of the Lyminster Bypass Southern section, and the development will also fund the related 'Fitzalan Link Road' construction (this being the subject of a separate, concurrent planning application). This new road infrastructure will contribute towards improving linkages to, and within, the town by providing key sections of the Lyminster Bypass, paving the way for a future direct connection to the A27 at Crossbush.

The development will also deliver a range of economic, social and environmental benefits for the local community including:

- A range of new jobs, approximately equivalent in number to the working age population of the development;
- Provision of a range of community facilities and services, serving both the new community and the wider community of North Littlehampton, including a primary school, a youth facility, a community building, a market square with local shopping, extensive sports, play and informal recreational facilities and areas of ecological interest including a new water meadow and enhanced grazing marshes around the Black Ditch, with improved footpath and cycle access;
- New footways, cycleways and a bus route to integrate the development with Wick and connect it to the town centre, seafront and key facilities like the Academy;
- An increased local population which will raise expenditure levels in the town centre, contributing to improving its vitality and viability;
- A range of house types will be provided to meet identified local open market and affordable housing needs, including up to 20% of the dwellings as affordable housing.

Notwithstanding the current difficult economic conditions, the proposed package of development and related community benefits are deliverable. The development is key to the delivery of the spatial strategy for the area and it will make a significant contribution to the economic regeneration of the town. The submission of this planning application therefore presents an important opportunity to advance a development proposal which has widespread support.

Jeremy Gardiner

WYG Environment Planning Transport

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**11am-2pm &
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