

Arundel Historic Core

The town is characterised by glimpsed vistas across the roof tops to the Arun valley



A mix of setts and brick pavers to create an attractive floorscape

Juxtaposition of warm coloured brick and mature vegetation provide an attractive townscape



Family houses set in generous plots which provide space for mature vegetation and street trees

Torton Hill Road looking north affords a dramatic view of the Arundel skyline

Torton Hill/Priory Road



The Norfolk Estate has a vision and goal to respect and to improve the existing community through carefully considered locally responsive development.

5. Consultation & Design Evolution

The planning and design team have engaged the public and key stakeholders on a number of occasions through 2019 and 2020. This has included meetings with members of the Town Council, District Council and a public consultation event in late 2020 held at the Town Hall in Arundel. The public consultation event was bolstered by an online exhibition of the proposals to ensure that all members of the community could see the proposals despite the Covid-19 restrictions.

Public Consultation

Working to deliver much-needed new homes at Ford Road, Arundel

The Norfolk Estate and Savills are working together to bring forward proposals to develop land at Ford Road on the southwest edge of Arundel with new homes and public open spaces. We are circulating this newsletter to invite you to take part in our community consultation on our proposals prior to the submission of a planning application.

Before an application is submitted, the project team is keen to engage with residents and other local stakeholders. To ensure we provide a safe and inclusive consultation within the current restrictions, we are undertaking a virtual consultation on our project website. There will also be an opportunity to book to attend a socially distanced drop-in session, to comply with Covid-19 guidelines, should you wish.

Virtual public exhibition

To ensure we provide a safe and inclusive consultation within the current restrictions, we are undertaking a virtual public exhibition on our project website that will enable you to explore our proposals in detail and respond to them with your comments and suggestions.

The virtual consultation will be open for comments:

At: fordroad.consultationonline.co.uk

Between: **Thursday 13th August 2020 – Thursday 3rd September 2020**

You can also leave feedback by:

- Submitting the feedback form on our project website: fordroad.consultationonline.co.uk
- Emailing our project team via: thenorfolkstate@becg.com
- Calling our freephone information line on **0800 298 7040** and leaving a message, and our project team will ring you back

Pre-booked socially distanced drop-in sessions

The project team will also be holding socially distanced drop-in sessions for residents and stakeholders who want to discuss the proposals in person on **Wednesday 19th August 2020 and Thursday 20th August 2020**. They will take place in **The Atherley Chamber**, which is the large upstairs **Georgian chamber at Arundel Town Hall, Maltravers St, Arundel BN18 9AP**.

In order to comply with Government guidelines regarding the Coronavirus, these sessions will be arranged on an appointment-only basis and will be conducted at a social distance. Other COVID-secure measures, including the provision of hand sanitiser and the provision of face masks, will also be in place to ensure your safety.

Places must be booked in advance and can be done so by calling the freephone information line on **0800 298 7040** or emailing thenorfolkstate@becg.com.

Consultation invitation- September 2020

A deadline of 3rd September 2020 was set for feedback. This Feedback Analysis reviews all feedback received at the time of writing this report, up to 10th September 2020.

During the consultation period, we received 61 online feedback forms; 18 drop-in session feedback forms and 12 emails concerning the proposed development of new homes at Ford Road, Arundel. There was one duplicate response received within the consultation period, in which one respondent completed two online feedback forms. This duplicate response has been counted as one for the purposes of this analysis and all recorded comments have been included.

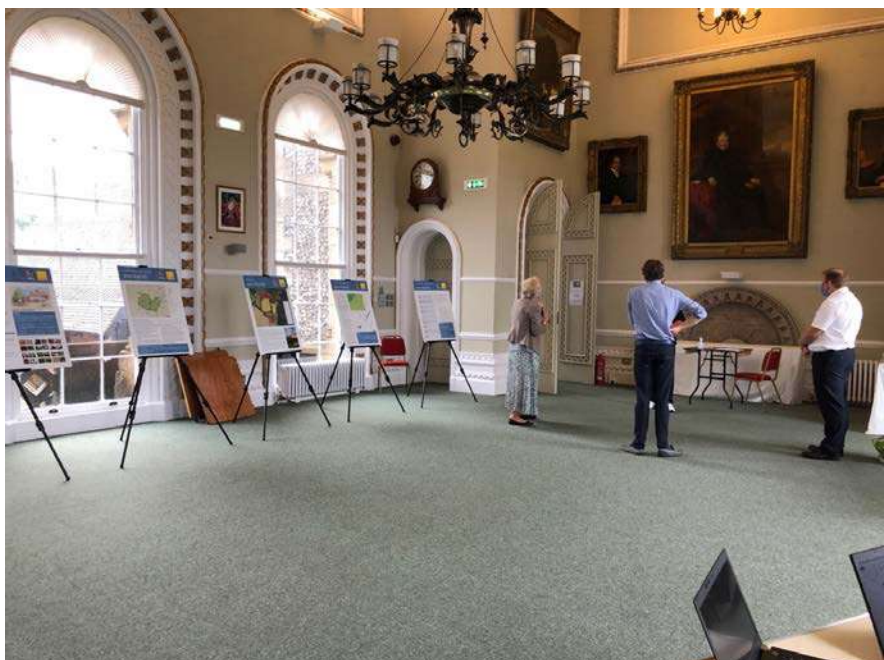
32% of all the responses to the consultation were supportive, with a further 29% of the total being supportive of the proposals whilst also providing additional comments. Therefore 61% of all consultation feedback was supportive in principle of the proposed development of the site. 39% of the total responses received objected to the proposals.



Public exhibition boards - September 2020

The majority of supportive comments were positive about a new cycle path and pedestrian route to Ford Train Station. Other recurring supportive comments included:

- Support for the principle of providing affordable housing, in which many respondents endorsed the work of Arundel Community Land Trust and felt that the proposals represented a good use of the site.
- There was also support for the provision of new sustainable connections within the wider area, in which many respondents welcomed the principle of improving local bus services as well as cycle paths and pedestrian walkways.
- A number of respondents also supported the landscaping and ecology strategy for the site.
- Further supportive comments welcomed the provision of a new children's play area as well as indicated support for a new community space. Suggestions included a village hall, which could be used by the whole of the community; a gym / fitness space and / or a facility that supports leisure activities. Further suggestions included a café and / or a shared workspace.



Public exhibition boards - September 2020

The key concern, raised by the objectors, was that the proposals would add significantly to local traffic congestion problems along Ford Road and the A27. Many objectors noted that the area has become a 'bottle-neck' in recent years and felt that the extra 90 houses within the proposals would contribute further to these congestion issues. A number of residents also expressed concern that the T-junction on the proposed vehicle access from Ford Road is dangerous and should be replaced with a roundabout in the interests of improving safety.

There was also further concerns that the proposals would destroy a valuable piece of green field land, with some respondents expressing concern that this would have a detrimental effect on local wildlife that could lead to the loss of invaluable habitats of animals such as bats, badgers, voles, hedgehogs and barn owls. Several respondents agreed that speed limit along Ford Road needs to be reduced to 30MPH but were sceptical that vehicles would adhere to this. Therefore, many expressed a preference for speed enforcement and traffic calming measures to accompany this speed change. Another recurring comment concerned car parking provision within the proposals and many respondents felt that a minimum of two spaces should be provided to each house.

Other concerns related to the impact of the proposals on local infrastructure, which could add further pressure on school places and GP surgeries. Another concern was that the landscape strategy does not go far enough to protect the habitats of local wildlife. Finally, some respondents felt that the proposed emergency access via Dalloway Road would be intrusive for local residents and hugely disruptive, especially given that this route would be used by construction traffic.

July 2020 Pre-Application Response – Summary of Comments

In July 2020 Arun DC provided pre-application comments on the masterplan that was also shown at the public consultation. Whilst supporting the principle of development on the site, the proposed layout was not supported by Arun DC Officers, who requested that the following amendments be made to make the scheme acceptable;

- The Central Green needs to be enlarged and made more of a feature.
- The road access onto Ford Road should not be over-engineered.
- The site layout needs to be predicated upon the surface water drainage strategy for the site, which could include the provision of attenuation basins and swales, and the houses and landscaping features should be laid out around these features.
- Parameter Plans are required to identify the heights of dwellings especially as the site is located within the setting of Arundel.
- The site layout should take into account the root protection areas (RPAs)

- of the trees that are subject to Tree Preservation Orders.
- The affordable housing mix also needs to be amended, as set out in this correspondence.

Amendments to Design & Layout

The following changes to the layout were requested by the Council

- Set out how the proposed residential development accords with the provisions of the National Design Guide or the Arun Design Guide.
- No structures and fences to be located within 3 metres of the top of the ditch bank or edge of culvert, early site meeting takes place to assess the situation with the ADC Drainage.
- The layout of the dwellings located on either side of the access road from Ford Lane needs to be amended by removing the gable ends and introducing dual aspect units, which would assist in providing a sense of arrival, together with active frontages.
- Parameter plans need to be included with the outline planning application to protect the views outwards from Arundel as well as towards Arundel to ensure the development complies with Policy LAN DM2 'The Setting of Arundel'.
- The design of the access onto Ford Road should reflect the surrounding character and be such that it is not over-engineered, which would look out of character, nor should it include excessive use of lighting
- The precise alignment of the access road would need to be revised to take into account the root protection areas of a number of high value retained trees on the site.
- The primary route through the middle of the site appears to have potential for conflict with veteran oak (T11). The layout should be amended to ensure there is potential for further tree growth (root and crown extension) and so that the layout complies with Policy AR2(i) of the Arundel NP regarding the safeguarding of trees subject to a Tree Preservation Order.
- The layout should be amended to ensure there is no incursion into the RPA; this is especially relevant where there are trees of high public amenity, for those trees, the root protection area (plus a 2.0 metre buffer) should be an absolute minimum
- The Illustrative Masterplan (Drawing No. IM001 Rev. 4) includes the provision of a LEAP and allotments; both of which are supported. However, provision should also be made for several on-site, unequipped natural play areas known as Local Areas of Play (LAPs), which are required by the ADC Open Space, Playing Pitches, Indoor and Built Sports Facilities SPD, January 2020. The LAPs should include such features as landform, boulders or logs, seat and litter bins
- The proposal does not identify land for a community building, so it does not comply with Policy AR2(c); the layout plan should identify land to

safeguard in accordance with this policy.

- An illustrative layout at the outline planning stage would not be detailed enough to show parking provision, however, there would need to be a commitment to meet the required standards as set out in the Arun District Parking Standards SPD, January 2020, comprising 2 car parking spaces per dwelling, 20% provision for visitor parking and 1 cycle parking space per dwelling.
- The Illustrative Masterplan (Drawing No. IM001 Rev. 4) does not create a sense of place. The Design and Access Statement which will accompany the forthcoming outline planning application for the mixed use development on Land at Ford Road will need to identify different character areas within the residential development, which will help to create a sense of place and provide the development with an identity.
- Parameter plans need to be included with the outline planning application giving the height of properties to ensure that overlooking and loss of light is not an issue where the site abuts the residential properties to the north and west of the site on High Ridge Close and Dalloway Road.
- Ensure that all of the rear gardens of the houses on the site measure at least 10 metres in length, to ensure adequate amenity space is provided.



Illustrative Masterplan (Drawing No. IM001 Rev. 4) - Previous layout

6. Design Concept

6.1 Key Masterplan Focus

The site offers the opportunity to create a new neighbourhood extension to Arundel. The masterplan focuses on:



5.1.1 - Built Form

- Housing units on the site will be designed to reflect the local character of Arundel.
- Units will be strategically positioned to create attractive vistas and front adjacent open spaces to allow for natural surveillance.
- Denser development will be around the village green, where car free frontages will overlook the focal space.
- Towards the edge of the development the houses will be less formally arranged and look out onto the surrounding landscape and views.
- Where possible, the development will be screened from Ford Road and Priory Lane by new planting to minimise its visual impact on the surrounding properties.



5.1.2 - Movement

- Access to the site will be from Ford Road.
- Within the site, the access road will become shared surface streets to better fit the context and slow down traffic.
- The primary access road will have pedestrian footways.
- The entrance road will be tree-lined to create an attractive approach to the new development and screen the development from Ford Road.
- Pedestrian movement will also be important, with footpaths around the perimeter of the site to allow connection to the various public rights of way which surround the site. These public rights of way allow access to the wider South Downs National Park network and into Arundel Town Centre.



5.1.3 - Green and Blue Infrastructure

- Rain water run off from the development will be collected in SuDS ponds to the south of the site at its lowest points.
- In terms of tree planting, the site benefits from existing mature trees and hedgerows to its perimeters, which will be protected, and a number of new trees will be planted to the edges of development and to line the primary access road.
- The site will benefit from ample open green space for use by the community.
- New allotments to the north of the site and a play area in the central 'village green' space.



5.1.4 - Land for a Nursery/Community Building

- Land for a nursery school will benefit both the new residents and the existing local community.



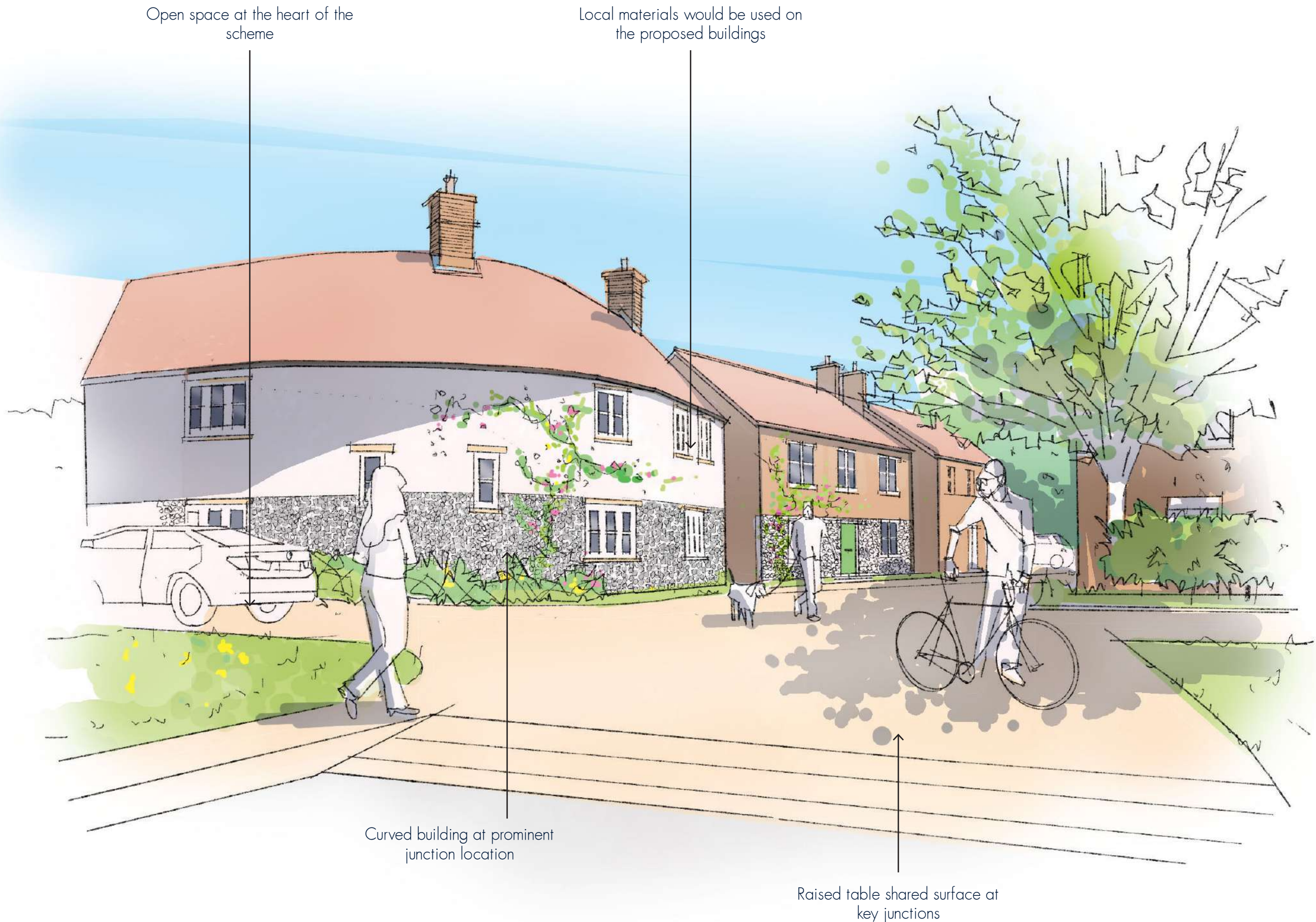
5.1.5 - Protecting Key Views

- The site benefits from views towards Arundel Castle and Cathedral, which should be protected
- New tree planting will also help to screen the development from Ford Road, Priory Road and Stewards Rise.



- Key
- Existing Trees
 - RPZ
 - Developable Area
 - Key Movement
 - Key Frontages
 - Pedestrian Links
 - Tree Planting
 - SuDS
 - Play Area
 - Bus Route
 - Allotments
 - Leisure Trail
 - View to Castle/Cathedral
 - Public Right of Way
 - Site Boundary

Design Concept Plan



Sketch view showing the proposed space next to the central green

6.2 Response to the Arun Design Guide

The Arun Design Guide SPD (January 2020) provides detail on the design policies of the Arun Local Plan. The following Key Design Objectives have been established by Arun DC to provide the basis of good quality design in the area:

Local Distinctiveness, Character and Identity

The design of the masterplan and evidence of extensive research into local vernacular has been demonstrated clearly in the preceding sections of this Design and Access Statement. Cues from Arundel will be taken throughout the development of this new settlement to ensure that the design embraces and enhances locality.

Cohesive and Vibrant Neighbourhoods

A range of spaces have been created in the masterplan, including play areas, allotments, village green and leisure trails/parkland. Market and affordable housing will be distributed evenly throughout the scheme to ensure a diverse mix of users.

Diversity

Good access to public transport links across Arundel, the rail station and public rights of way are prominent across the design of the scheme.

Ease of Movement

The masterplan incorporates a mixture of access options, with shared surface streets, footpaths and roads for a range of users. There will be a range of car and bicycle parking solutions, on and off street, and storage for bikes.

Accessibility and Inclusion

The layout will be safe, secure and welcoming for all users. A mix of tenure and on site activity provision will allow this.

Legibility and Integration

Clearly defined landmark buildings help to create a sense of place, and key frontages line streets to ensure legibility. Public and private spaces are well defined using different boundary treatments and houses are laid out in block patterns to ensure private and well protected back gardens.

Adaptability and Future Needs

The spaces in this neighbourhood have been designed with flexibility in mind, with generous plots where possible to allow for future adaption to units.

Safety, Security and Crime Prevention

Good surveillance is key. All of the public spaces in this scheme are overlooked by properties and the houses arranged in block structures for defensible private spaces. Footpaths through the scheme are well overlooked and allow for ample lighting where required. The scheme aims to create a sense of ownership due to its interesting nature of design and ample publicly accessible facilities to minimise the likelihood of crime and antisocial behaviour.

Efficient Use of Natural Resources

The layout aims to make use of solar gain where possible and uses sustainable drainage systems to deal with rain water run off.

Innovation

Innovative construction techniques will be encouraged and quality bespoke housing solutions will be built.

Climate Change and Sustainability

The scheme has the potential for inclusion of renewable energy.

Good Streets and Spaces

Street heirarchy is clearly defined within the site using a range of different widths and surface treatments. Public realm will be well managed and the new footpath links connect to existing public rights of way which give access to the South Downs.

Well Designed Buildings

Materials will be carefully selected to be of high quality and durability. The architecture of the scheme will follow cues from successful recent development examples whilst taking inspiration from local vernacular to ensure the scheme settles well into Arundel.

7. The Masterplan

The masterplan responds to the particular characteristics of the site and draws inspiration from the wider context of Arundel (see chapter 4) to ensure the delivery of aesthetic qualities, residential amenity and wider opportunities for improved connectivity. A landscape led approach delivering sustainable development principles is at the forefront of the masterplan concept. It is underpinned by technical studies on highways, drainage, arboriculture, ecology, noise and utilities assessments.

The developable area of the site is 3.82 Ha which includes all of the road and footways within the area suitable for development.

7.1 Features

- The masterplan layout is based on the following:
- A distinctive tree lined entrance with views up the slope to the new development
 - A street network based on vistas to new buildings and landscape features
 - Providing a framework for a variety of homes and tenures.
 - A clear set of private, semi-private and public spaces
 - 'Village Green' which accommodates a new play area and a series of new street trees
 - A landscape strategy structured upon the retention of existing trees and hedges
 - Well considered block designs, building materials and public realm surfacing and street furniture

Proposed Quantum of Development

	Area (ha)
Net Developable Area	3.82
SuDs	0.67
Allotments	0.10
Green (inc. LEAP)	0.21
Primary Tree Lined Road	0.42
Green Infrastructure	4.96
Site Area	10.18

Developable Area: 3.82 ha
Number of Units: 90
(Affordable Units: 27)
Density: 24dph



7.2 Key Spaces

The concept masterplan illustrates the vision for the proposed development. The following principles highlight some of the key qualities to help create places people want to live:

- 1 - Gateway entrance
Opportunity for a green gateway into the scheme. A bespoke solution for housing that overlooks the open space.
- 2 - Shared surface streets
Encourages motorists to drive more cautiously. Tactile paving is recommended to compensate for kerb removal.
- 3 - Village Green
Focal feature and meeting point for the development that includes a play area and new street trees. Car-free frontages.
- 4 - Water bodies
SuDS features will be added as part of an overall water management strategy, which will create focal points as well as enhance biodiversity.
- 5 - Leisure trail
The masterplan provides the opportunity for circular walks and activity trails as part of the on-site recreational component of the development, as well as foot/cycle links towards Arundel.
- 6 - Landscape setting
To provide a strong landscape setting to the development, including a significant amount of natural green space to the west and north of the site, as well as a soft boundary along the south edge of the site.
- 7 - Boundary treatment
To retain legibility and to mitigate noise levels, a strong and consistent boundary treatment will define the development, taking design reference from local examples.
- 8 - Allotments
Food growing facilities provide a place for social interaction as well as benefitting the community with fresh produce.



'Green Gateway' into scheme



Shared surface Streets



Village Green



SuDS Ponds



Leisure Trail



Enhanced Landscape Setting



Homes integrated with green spaces



Allotments for food growing

7.3 Illustrative Masterplan



Quantum of Development:

	Area (ha)
Net Developable Area	3.82
SuDS	0.67
Allotments	0.10
Green (inc. LEAP)	0.21
Primary Tree Lined Road	0.42
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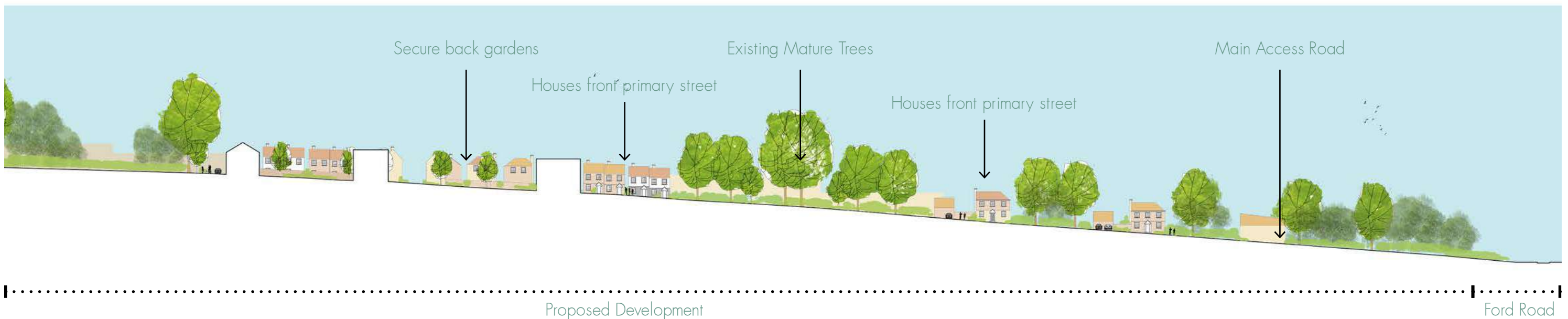
Density: 24dph

- Existing Built Form
- Existing Vegetation
- Proposed Planting
- Primary Tree Lined Road
- SuDS - Sustainable Drainage System
- Allotments
- LEAP - Local Equipped Area for Play
- 1m Contours
- Site Boundary
- Emergency Site Access Only
- Public Right of Way
- Pedestrian Access
- Proposed Footpath (Hoggin Surface)
- Mown path
- Vehicle Access (new junction)

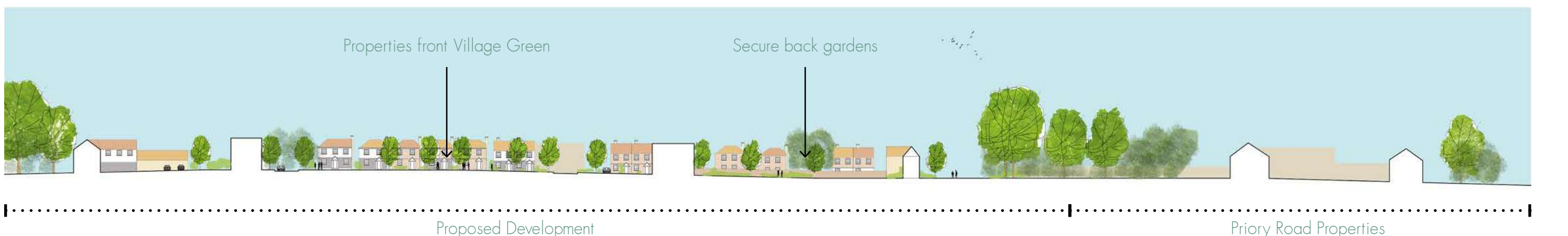
Illustrative masterplan

7.4 Illustrative Site Sections

Section AA'



Section BB'



Section CC'



7.5 Identity Areas

Creating a strong sense of place with identifiable areas, features and uses ensure that the development is legible and accessible for both residents and visitors. The Identity Areas arise directly from the variations of existing site characteristics (landscape, site features, contours, and adjoining uses) and the roles and responsibilities of the masterplan (land use, density, scale), including relationship to Tortington and the creation of a parkland setting. Much of the site will be focused around the existing site features such as the trees, slopes and hedgerows, as well as the relationship to adjoining housing. The Identity Areas will be defined by a mix of building forms, materials, architectural styles and landscape design.



- Village Green and Lanes
- Priory Parkland Edge
- Arun View

The Identity Areas are as follows:

1. **Village Green and Lanes:** This area will define the interface with the settlement edge and will apply to the streets and spaces to the north and east of the central green. Incorporating higher density forms of housing, the area will be characterised by the contrast between tightly defined vistas along streets and the open views across the central green.

Key features will include:

- A character inspired by local vernacular building styles development in Arundel
- A greater number of linked/ terraced forms than other identity areas
- Signature frontages along the central green
- Pedestrian 'gateways' into the northern side of the site
- Outward vistas along streets to the neighbouring mature tree belts
- A memorable new park for the local community
- A new principal tree lined street designed using townscape principles
- No vehicular access to properties along the northern and eastern edges of the central green.

2. **Priory Parkland Edge:** This area will have a lower density outer edge overlooking the parkland and a medium density inner frontage overlooking the central park. The outer edge will be defined larger front gardens and views to the surrounding landscape and the riverside setting of the Arun Valley. New planting in the parkland will create a verdant setting for the housing.

Key features include:

- A semi-formal character inspired by the landscape setting
- Predominantly semi-detached and detached forms
- Lower density signature frontage overlooking the parkland
- Green Mews streets along the edge with space for landscaped frontages
- Outward vistas along the street to the parkland.

3. **Arun View:** This area will define the main gateway into the site from Ford Road for both vehicles and pedestrians. Overlooking the parkland which leads down the slope to Ford Road, the area will be defined by low density housing set in generous plots. Looking up to the housing from Ford Road, the view will be framed by the backdrop of the retained mature trees. The outer edge will be defined by larger front gardens and views to the surrounding Arun Valley landscape and a vista from the parkland to Arundel Castle and Cathedral.

Key features include:

- A semi-formal character inspired by the landscape setting
- Detached forms
- Very low density signature frontage overlooking the parkland
- Larger front and back gardens
- Distinctive outward vistas along the street to the parkland.

Village Green and Lanes:



Priory Parkland Edge



Arun View



Car free frontage overlooks green



Boundary walls enhance enclosure



Detached properties overlook parkland edge



Detached properties overlook tree belt



Large properties adjacent to access road



Large detached properties in local vernacular style

7.6 A Vibrant and Sustainable New Neighbourhood

The masterplan is structured in a manner which places the denser building forms at the centre of the masterplan to frame the key streets and spaces. The outer layers of the masterplan are dominated by lower density forms to ensure that there is more space for larger gardens and other landscaped spaces.

VILLAGE GREEN & LANES



Terraced group



Terrace housing overlooks site boundary



New village housing

PRIORY PARKLAND EDGE



Weather boarding on detached properties



Formal style landmark detached unit



Arts and Crafts style housing fronts a primay street

ARUN VIEW



Estate cottage style housing group



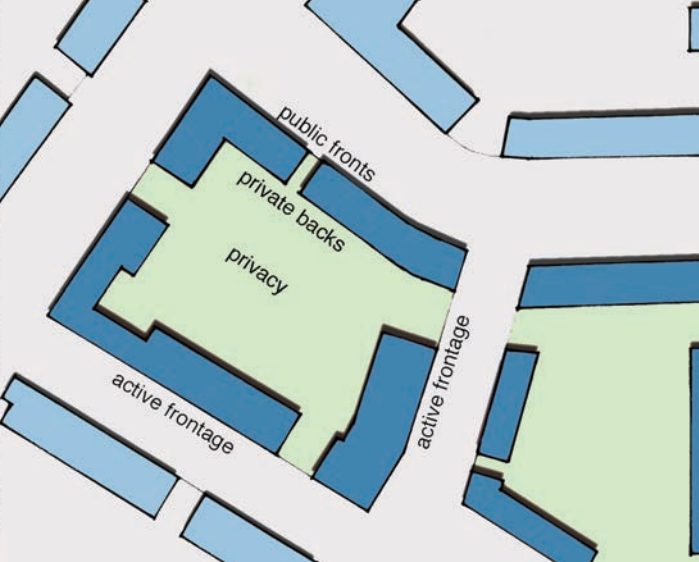
Large detached housing



Traditional style detched house and garage

Character and Identity - Summary

Built form:	Mix of detached and short terraces. Organic rural structure, with irregular frontages to public realm. Street pattern and use of landscape informal throughout.
Grain:	Irregular streets, lanes and space. 1-2 storeys, with a maximum of 11m to ridge generally.
Landscape:	Informal street planting, semi urban character, becoming less formal to edges of character area.
Traffic:	20 mph on Primary Street, dropping quickly down to 10 mph pedestrian friendly lanes.



Block structure diagrams

7.7 Landscape Objectives



- Site Boundary
- Existing Trees
- Existing TPO
- Existing Watercourse
- Existing PRoW
- Ancient Woodland
- Existing GI Asset
- Neighbourhood Plan GI Links
- Strategic Gap
- Potential GI
- Potential Play Area
- Potential Allotment Extension
- Proposed PRoW Links
- Existing Hedgerows Enhanced
- Proposed Hedgerows

Objective 1 – Green Infrastructure

Aim: Set development within a strong landscape framework incorporating key landscape features.

A strong framework is important for the connectivity of habitat and Green Infrastructure (GI), as well as the assimilation of the proposals into the existing settlement. It also provides opportunities to mitigate and enhance effects on the baseline views and experiences as well as reconnecting habitat corridors to the wider landscape.

This will be achieved by setting the development into the existing field patterns, retaining, protecting and enhancing the existing woodland, hedgerows, trees and field boundaries. These will be located within ‘Green Corridors’ providing connectivity and space to mature and will be managed for species diversity, habitat potential and longevity. The opportunities and enhancements are described further in Objective 4.

The GI will provide opportunities for multi-functional open space and attractive setting which forms an import resource for our health and wellbeing. Informal and informal recreational areas will be interlinked with circular routes extending into the existing settlement and are set out within Objective 3.

The Village Green extends the habitat opportunities into the heart of the proposals as well as providing an attractive setting.

The SUDS will be located within the proposed grassland to the south affording another opportunities for habitat and species diversity.



- Site Boundary
- Existing Trees
- Existing Woodland
- South Downs National Park Boundary
- Setting to Arundel
- Existing PRoW
- Existing Roads
- Scheduled Ancient Monument (SAM)
- Retained Setting to SAM
- Retained Viewline to Arundel Castle & St Nicholas Church
- Discordant Settlement Edge
- Proposed Moderate to Low Density Development Within Site
- Low Density - High Quality Treed Frontage
- Public Open Space - Landscape Setting

Objective 2 – Setting to Arundel

Aim: Provide an attractive and appropriate approach to Arundel and other heritage assets.

The proposals provide the opportunity to create an attractive and well considered gateway/threshold to the town. This will be in the form of a naturalised parkland setting.

Tree planting within the eastern section of the site will be minimal to afford views from the site and Priory Lane towards the elevated historic core.

Where the development proposals will be visible, consideration will be given to the architectural styles and detailing to avoid the introduction of uncharacteristic suburban styles and materials.

The Natural/Semi Natural Green Space required by policy will be located along the Ford Road approach and will be designed to provide biodiversity opportunities, SUDs, informal recreation and a transition between the settlement edge and the road.

The new built development line will be designed to assimilate it into the wider perceived woodland setting to the west and north.

Tree planting within the streetscape of the development will reflect the existing skylines visible from the approaches and be in keeping with the LCA ‘leafy’ settlement character.

Planting of key semi-mature trees as features will be considered, in particular to the east, where they will have the space to mature and provide instant scale.

The typically wooded character of Priory Lane has been eroded through the deterioration of the site’s boundary hedgerow. This will be reinstated and will assist in providing a visual screen between the development and the existing dwellings to the south of the lane.



Objective 3 – Open Space Typologies

Aim: Provide a range of recreational and opportunities for social interaction for both the proposed and existing residents and visitors compliant with the ADC Open Space, Playing Pitches, Indoor and Built Sports Facilities.

The site reaches the SPD thresholds for the first three typologies in the table below to be provided on site. In addition the policy sets out a contribution to allotments offsite. It is proposed in this instance that there is opportunity to extend the existing allotments to the north of the site so has been included in the overall calculation.

Provision Typology	Policy requirement	Framework Plan Provision
Amenity Green Space	1188m ² (0.19ha)	12400m ² (1.2ha)
Natural and Semi-natural Green Space	3564m ² (0.36ha)	35748m ² (3.6ha) not including SUD's – see below
Play Space	1089m ² (0.11ha)	800m ² (0.07ha) – see below
Allotments	495m ² (0.05ha)	2078m ² (0.2ha)
TOTAL	6336m² (0.63ha)	50926m² (5.1ha)

The layout affords a significant provision above the SPD and policy requirements and is considered a valuable asset in provide an attractive setting and landscape value to the local area. It should be noted that total in the table does not contain the SUDS' which provides an overall 5.4ha of GI.

Using the ADC online calculator a provision of 6336m2 (0.63ha - excluding allotments) is required. This calculation includes an allowance for 1584m2 (0.16ha) of Parks and Gardens which is not required developments under 143 dwellings however the site still provides a significant excess to any requirements.

Policy AR2 sets out the requirement for Local Equipped Area of Play (LEAP) which should be positioned to provide catchment to the wider area as shown. This has been supplemented by a 3 Local Areas of Play (LAP) providing the required catchment walking distances . There is a 400m2 deficit in the quantum of provision which would equate to an additional LEAP or enlarging the provision within the central Village Green. It is proposed that if required the additional provision is include elsewhere within the site and allow the wider village Green to provide informal recreation. There is plenty of scope within the site to provide for an additional natural play resource and/or could form part of any future community resource.

The topography of the site is not practical for pitch sports, and does not reach the required thresholds for provision of a pitch however contributions to the improvement of existing pitches could be considered.

Green corridors along the periphery and through the development will provide opportunities for links into and through the site to the parkland from the existing rights of way.



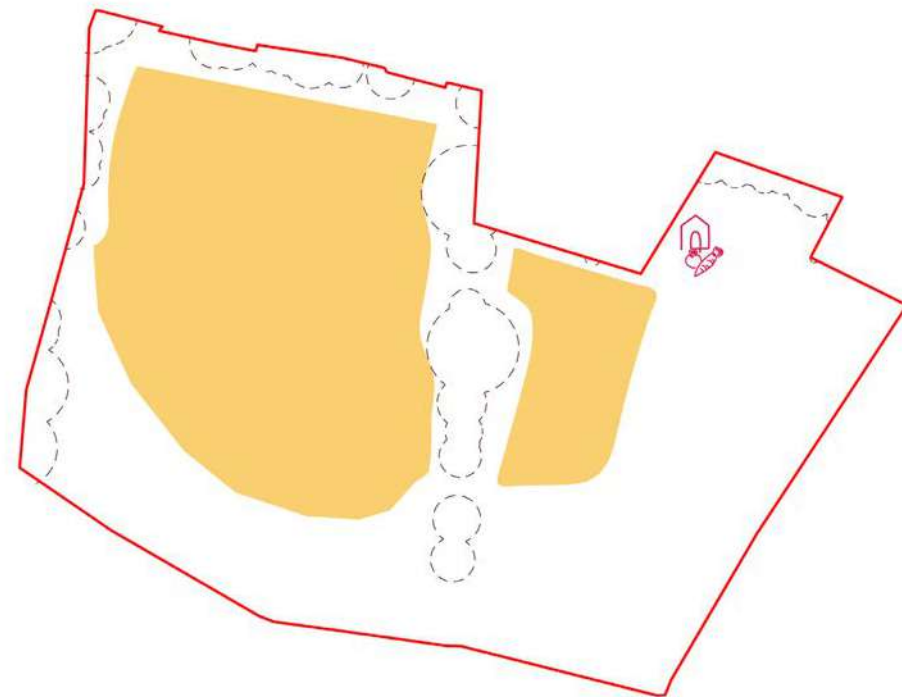
Objective 4 - Restore and enhance biodiversity within the site.

This will be achieved by retaining and protecting the existing key features such as the trees, hedgerow and drains. In addition the quantum and connectivity between these features will reinforce corridors to offsite habitats such as the Ancient woodland and the BOA to the east. The redevelopment of the site will provide opportunities to introduce and manage species rich grassland habitats including areas of occasionally wet grassland along the drains and within the SUDS. The proposed enhancements include:

- New native species rich hedgerows with trees along the northern residential boundary and the missing section along Priory Lane;
- The hedgerows along Ford Road will be enhanced for species diversity;
- Increase native species tree cover within the site, including copses and shady grassland along the southern boundary of the development,
- Grass buffers around the perimeter of the development to provide species diversity;
- Introduction of bat and bird boxes within the existing treed corridors;
- Tree planting along the street leading to the central village green – to be native cultivars suitable for street planting;
- Creation of hedgehog highways;
- Use of 'bee friendly' pollinator planting within the village green and street landscaping;
- Allotments to the north connected to the boundary by hedgerow planting.

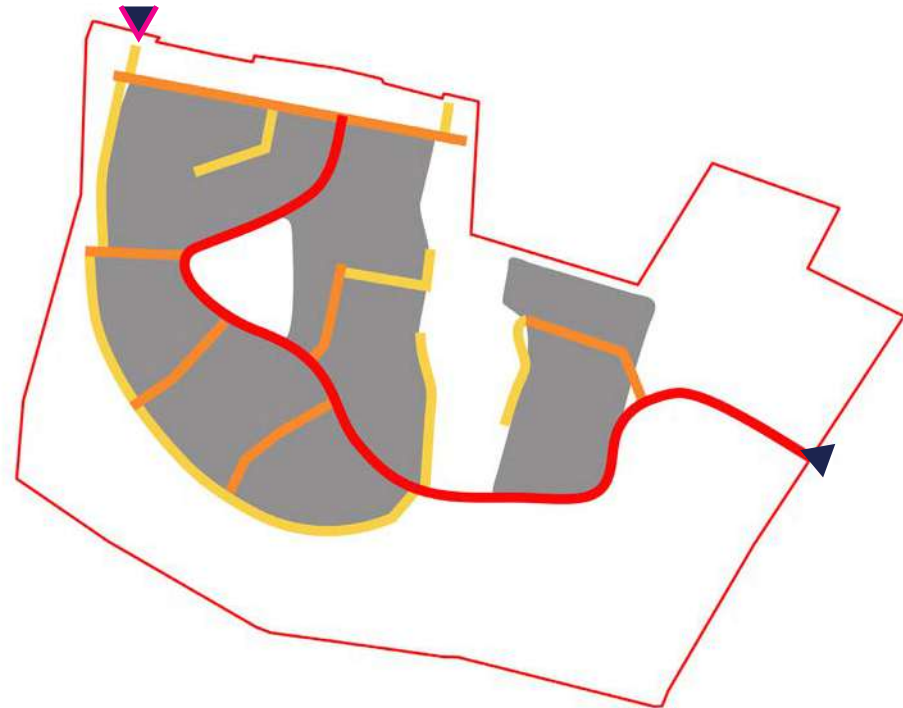
8. Parameter Plans

The below plans set out the fixed parameters for development:



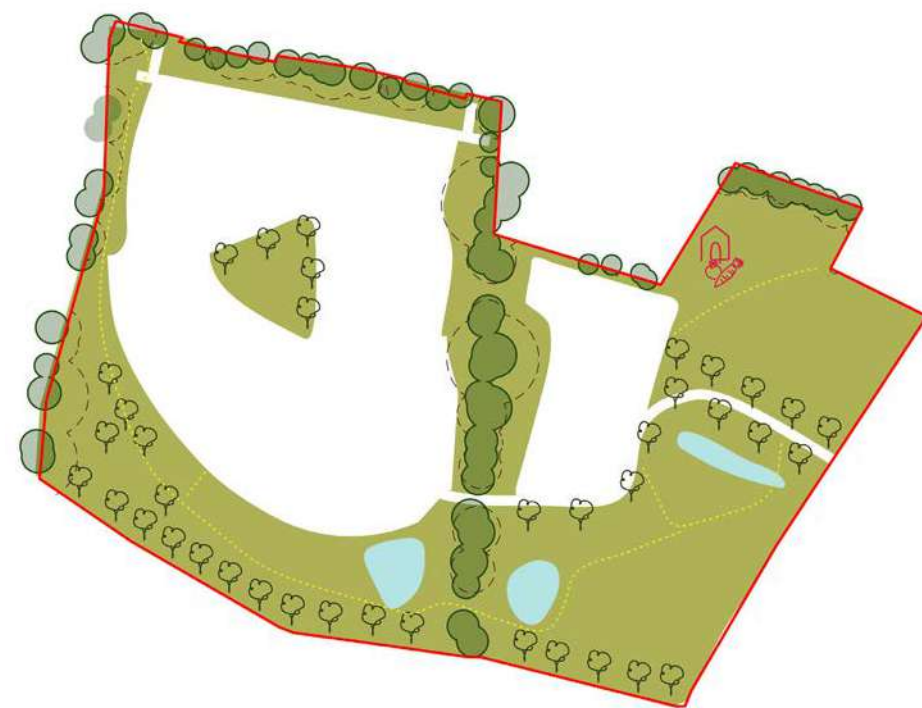
Parameter Plan - Developable Area

- Key
- Developable Area - 3.82 Ha
 - Allotments - 0.10 Ha
 - Root Protection Zone
 - Site Boundary



Parameter Plan - Movement

- Key
- Access Point
 - Emergency Access Point
 - Primary Street
 - Secondary Street
 - Shared Surface Lane
 - Site Boundary



Parameter Plan - Green and Blue Infrastructure

- Key
- Existing Trees
 - Proposed Planting
 - SuDS - 0.67 Ha
 - Proposed Footpath Links
 - Public Space - 4.96 Ha
 - RPZ
 - Site Boundary



Sketch view showing the proposed frontage at Arun View

9. Appearance

9.1 Architecture

The appearance and architecture of the new homes will be determined at reserved matters stage following the determination of this application. It should reflect the setting and be responsive to the local vernacular, enhancing the character of Arundel. This should be through study of West Sussex vernacular, materials and architectural form, that could be reflected by employing stock brick with or without render, tiled clay roof and timber cladding similarly used in the surrounding area.

9.2 Materials

Materials will need to be chosen to weather well over time and be effective to maintain, ensuring the longevity of the scheme. Materials will need to unify the scheme but subtle differentiations should be employed adding variety and richness to the environment.

The materials palette could focus on a range of local materials, with a variety of colours and textures to ensure appropriate variety, but with a common theme local to the area (see local character analysis).

Particular inspiration has been drawn by the palette of building materials in the town, such as the mix of red brick and flint, as well as tile hanging with the occasional use of high quality stone materials and timber details where appropriate.

Architectural detailing should show clear reference to local vernacular styles, but poor copies will not be promoted. A contemporary modern approach is also appropriate, provided that it responds to vernacular proportions and materials and is part of a local mix.

A priority for a development of this scale and location is to deliver a co-ordinated variety of architectural styles, with a common palette of materials, colours and textures. This is achieved through the use of defined frontages and key buildings, creating subtle changes in building form and landscape treatment throughout the development.



Indicative elevations - Village green & lanes (top), Priory Parkland Edge (middle) and Arun View (bottom)

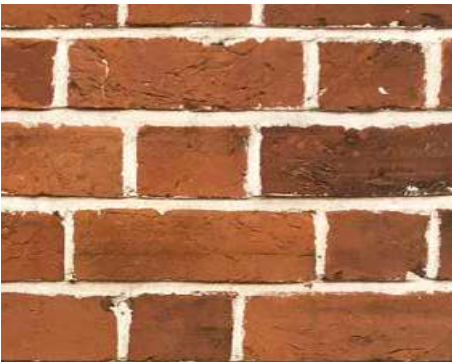
The development should avoid any 'estate' feel and be responsive to the varying characteristics of the site. In terms of style, the buildings should reflect the distinctive character of Arundel.

Boundary treatments help to define public and private spaces and can add interesting aspects to the design to enhance the street scene. A combination of materials and structure types will be established using inspiration from local character and from modern construction methods.

9.3 Surfaces and Boundaries

Surface treatments help to distinguish between the hierarchy of the road and should differ from primary street, secondary street and shared surface streets. Footways, cycleways and roads must have different treatments to ensure the scheme is legible and to maintain safety of all users.

Wall and Boundary Materials



Red Brick



Flint and brick



Tile Hanging



Stone

Windows, Doors and Canopies



Porch details



Grand door with panels



Bay windows



Painted Doors with columns either side

Roof Forms



Half-hip roof



Multiple Gables



Gable roof



Gable and valley roof

Boundary Treatment



Timber railings



Metal estate fencing



Stone walls



Trees and hedgerows

Architectural Detailing



Arch windows



Dormers and Overhangs



Brick chimney stacks



Dormer Windows

Surfacing



Curb detailing



Bound coloured asphalt



Bound gravel roads



Informal crushed stone paths

10. Access and Parking

10.1 Regional Accessibility

The site is located on the southwestern fringes of Arundel with opportunities to connect to the existing infrastructure locally. The proposed access arrangements incorporate pedestrian/cycle infrastructure to connect with the existing residential area that forms the northern boundary of the site, and provides an existing network for access further north towards the centre of Arundel. Rail services from Arundel connect the site to London and the South Coast.

10.2 Site Accessibility

Detailed work has been conducted to ensure that the vehicular access from Ford Road and vehicular movements within the site can be achieved both in accordance with the necessary technical standards but also in a manner which allows ease of movement and does not result in conflict between pedestrians and vehicles. The internal site layout will be highly permeable to promote travel by non-car modes, whilst improvements to public transport accessibility will be required through provision of bus stop infrastructure and enhancing bus routes that pass in the vicinity of the site, most likely through extension/diversion of an existing service. A bus connection to nearby rail stations would reduce reliance on the car in accessing the wider area.

The main site access will comfortably accommodate the requirements of a range of vehicles, including access by delivery and refuse vehicles. Secondary access for emergency vehicles has also been included in the proposals, with the intention to utilise the emergency access as additional points of pedestrian/cycle access, to better connect the site with existing infrastructure and promote non-car travel.

There are a range of potential access options for the site in terms of the type of vehicular junction used to connect the site with Ford Road. Following discussions with WSCC Highways over all possibilities, and the analysis of traffic survey data, swept path analysis and capacity testing, a priority junction has been selected as the most appropriate, and will be utilised at the access point from Ford Road. The proposed access will also feature a curved road running from Ford Road to the built-up area of the site, in accordance with guidance from

WSCC Highways who raised concerns over a straight link potentially resulting in high vehicle speeds in the development.

The proposals will also incorporate a new footway to connect to existing facilities to the north, as well as formal bus stop infrastructure, and provision of a secondary emergency access to the site onto Dalloway Road to the north, separate from the main access.

Given the proximity of the site to an existing residential area and associated 30mph speed limit on Ford Road, discussions were held with WSCC regarding the suitability of extending the 30mph limit of Arundel to encompass the site frontage and the junction. Following feedback from WSCC Highways, and the availability of suitable visibility splay in both directions from the junction, WSCC Highways do not feel that any modification in speed limit on Ford Road is appropriate or required in this location.

Whilst aspects such as a detailed parking layout will be addressed at the Reserved Matters stage, the site will incorporate appropriate car and cycle parking in accordance with WSCC and Arun Parking Standards SPD requirements to support and promote non-car travel and enhance the accessibility of the site by sustainable modes.

The access strategy will create a sustainable development and incorporate new sustainable travel infrastructure, as well as the introduction of a Travel Plan to encourage prospective residents to travel sustainably. There may also be scope for adjoining residential areas to benefit from the improvements that would be incorporated into the site. The Travel Plan would be fully supported by the developer and WSCC to reduce reliance on the car and would involve a range of actions and measures to bring about a change in travel choices.

It is known that there are plans in motion to improve the A27 (T) to the northeast of the site by Highways England (HE). The A27 (T) through Arundel is currently subject to delay and congestion, and potential diversion options are being considered and consulted upon. The preferred option for the construction of a bypass route was announced in October 2020, with a route selected that would run to the south of Arundel, and the south of the site. This provides the potential to form a new junction with Ford Road when the bypass

is constructed. These works could significantly impact on the travel patterns within Arundel.

At the detailed application stage the proposals will seek to provide good pedestrian and cycle connections to the existing facilities to the north and northeast, including towards the centre of Arundel, whilst the internal layout will also be highly permeable to encourage non-car modes of travel. The site access arrangements will provide an improvement to local bus services, through provision of improved bus stop infrastructure connected by new footways both within the site and to existing facilities on Ford Road.

10.3 Parking

Parking standards are to be determined using the Arun Parking Standards SPD. They state that parking provision should be sufficient to accommodate demand but to exploit the demand for sustainable travel. Levels of vehicle ownership will depend on the sizes and types of dwellings provided. Electric vehicle charging points should be provided at a minimum of 20% of all parking spaces. On street parking, visitor parking and garages are required, as well as the need to incorporate cycle storage, spaces for disabled people, motorcycle and bin parking.



Access Strategy Map

- Railway Station
- Primary School
- Arundel Town Centre
- Local Centre
- Playing fields
- Key route for cycles between the site and Ford station
- Key route for walking between the site and town centre
- Potential southern bypass (Option 3)
- Potential southern bypass (Option 5a)

10.4 Access and Circulation

Street Hierarchy

A key objective of the movement framework is to create a clear hierarchy of streets within the development and ensure the area and its surroundings are easily accessed by foot and cycle. This can only be done by balancing the movement hierarchy and avoiding a car led development. Movement priority will need to be focused on pedestrians who will be placed at the top of the hierarchy. The future movement hierarchy in the development will need to respond to the requirements of the following key users in this particular order:

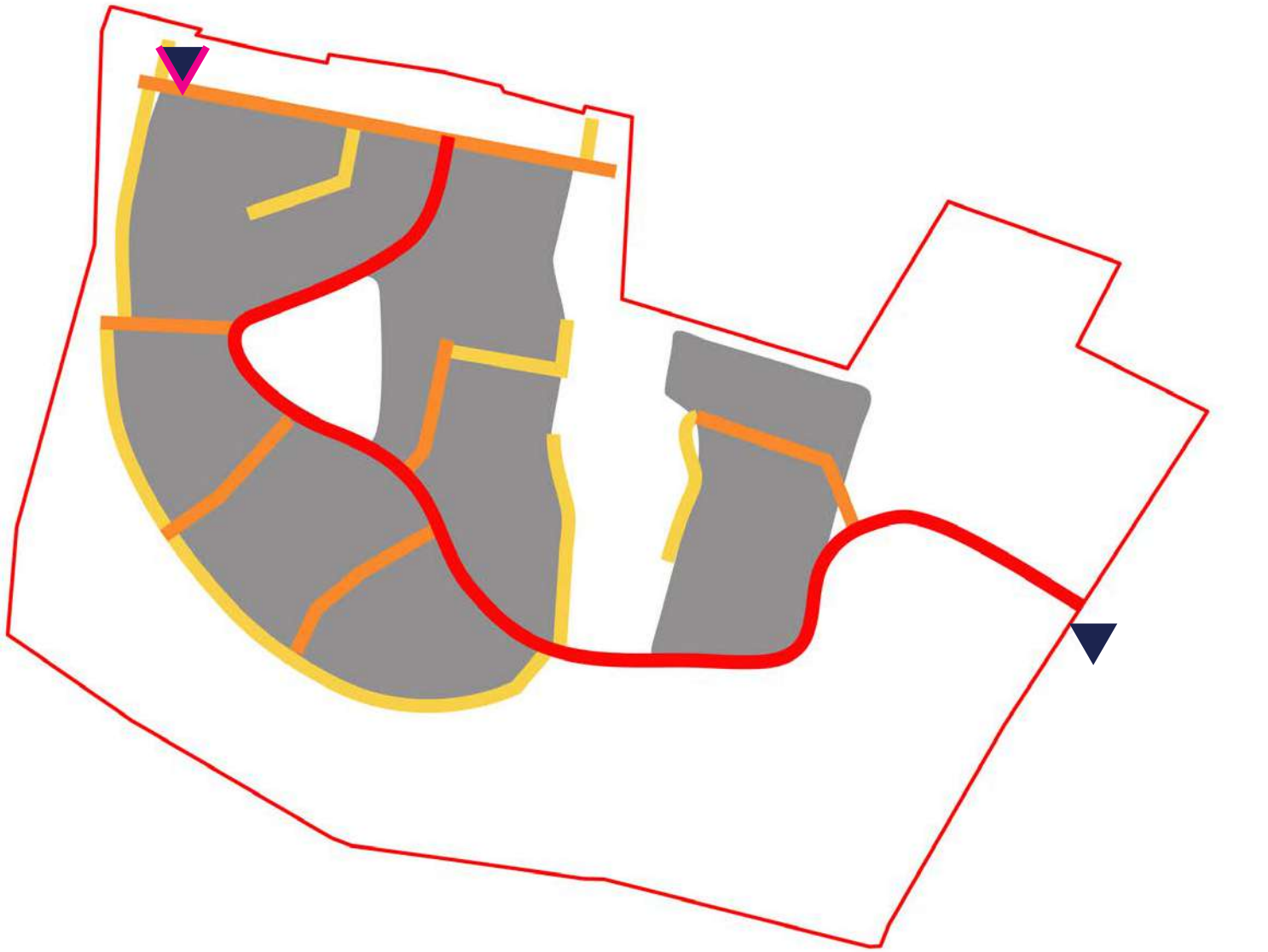
- 1. Pedestrians
- 2. Cyclists
- 3. Buses
- 4. Cars

There is a simple movement network through the site. The Primary Street will have design specifications of a carriageway width of 5.5m and 2m footways on either side of the street.

Spurring from the Primary Street will be a series of Secondary Streets (4.8m) which will immediately lead into a series of Shared Surfaces Lanes (4.1m). These will be shared surface roads providing access to the most remotely accessed dwellings.

Separate footpaths and cycle routes will be designed to be overlooked by development wherever possible, to provide natural surveillance. Improved pedestrian links along the hedgerow network will be provided. Development will follow the principles of traditional perimeter blocks (street elevations that are enlivened by visible activity) and create a coherent new street pattern, responding to uses, scale and landscape design.

The layout of the development, together with the detailed design of streets, aims to ensure that walking and cycling are the more likely modes of choice over short distances, and that the ease of access to public transport will become a more attractive mode over longer distances. Connectivity to public transport will therefore be given greater priority. It will be a place that does not rely heavily upon the car as a primary mode of transport, provides opportunities to reduce pollution and congestion, and creates a more lively and varied area.



Parameter Plan - Street Hierarchy

- Key
- Access Point
 - Emergency Access Point
 - Primary Street
 - Secondary Street
 - Shared Surface Lane
 - Site Boundary

10.5 Street Types

The strategy is to create a range of streets:

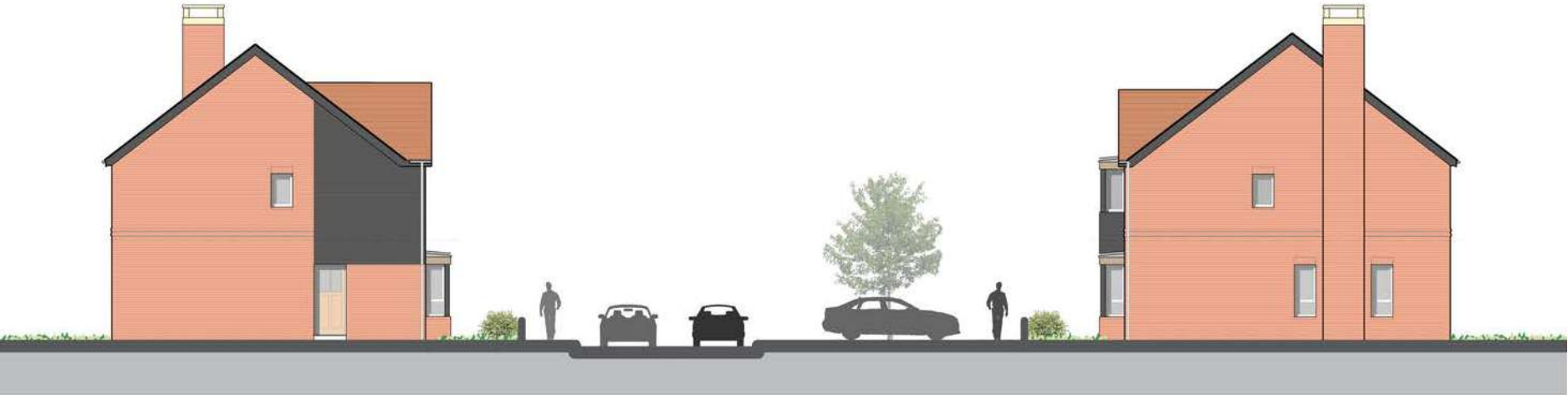
- Primary Street
- Secondary Street
- Shared Surface Lanes

Primary Street

The Primary Street will provide the main movement route into the site for all forms of transport and will link into the wider local network. It will be designed in a manner which enhances placemaking by creating a continuity of frontage. This street will form the main access route to blocks within the proposed development. Priority should be placed on the design for pedestrians and cyclists, as well as providing access for vehicles (except buses and commercial vehicles). Streets should be designed to provide a more formal arrangement, and this should be reflected in the proposed arrangement of buildings, footpaths, on-street parking (parallel or right-angle) and traffic calming.



Typical primary road cross section



- | | | | | | |
|---|-------------------------|---------|---|--|----|
| a | New Home / Public Green | | e | Optional - Parallel Parking / Planting Strip | 5m |
| b | Front Garden / Set Back | 1m - 3m | f | Footway | 2m |
| c | Footway | 2m | h | Footway | 2m |
| d | Roadway | 6.1m | | | |

Secondary Street

The Secondary Street will provide local route away from the Primary Street and will be a key part of the wider local network. It will be designed in a manner which enhances placemaking by creating a continuity of frontage. This street will form the main access route to blocks within the proposed development. Priority should be placed on the design for pedestrians and cyclists, as well as providing access for vehicles (except buses and commercial vehicles).



Typical secondary road cross section



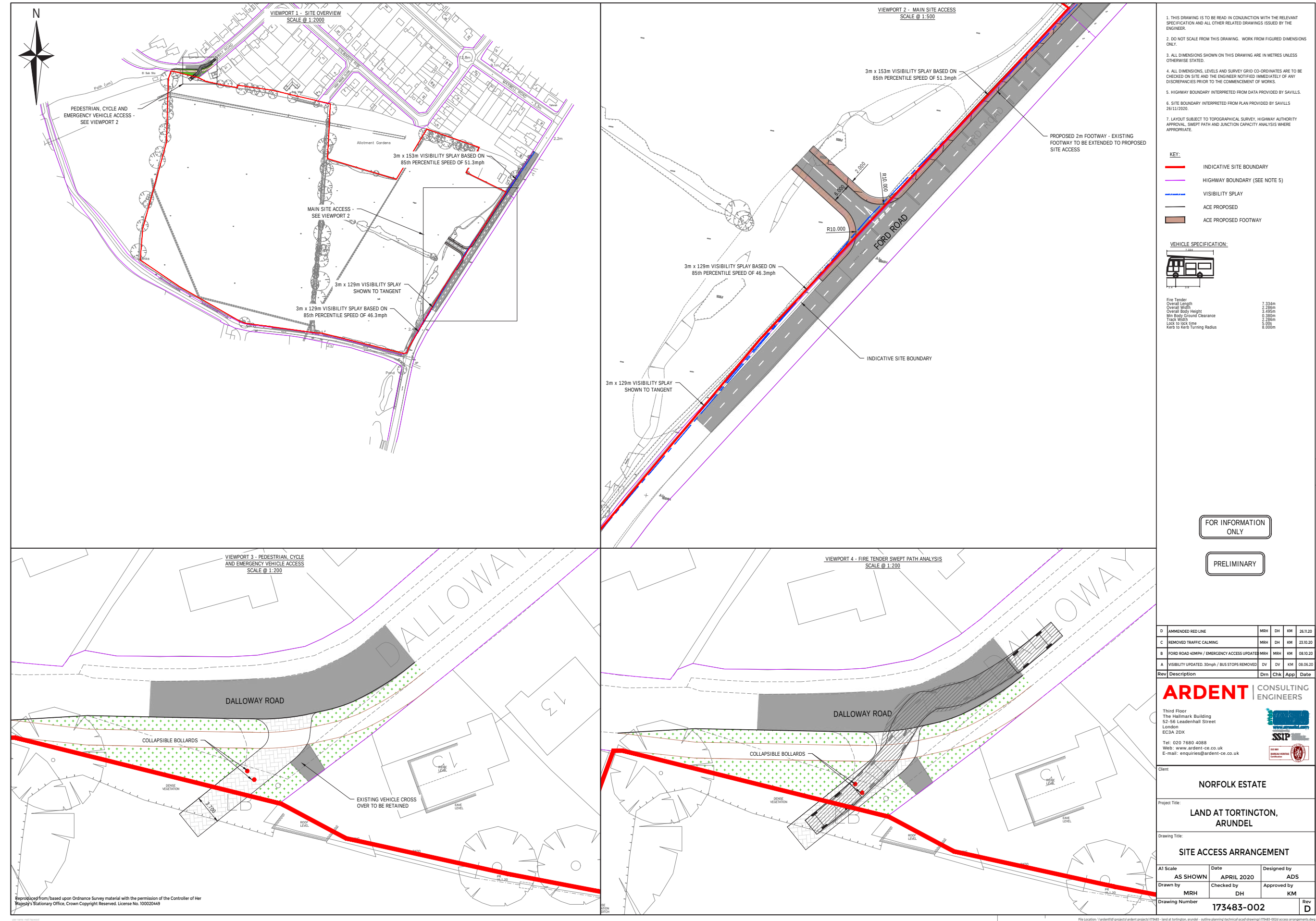
Shared Surface Lanes

Shared surface lanes should be designed according to home-zone principles. The aim is to create intimate spaces where pedestrians and cyclists have priority over vehicles. The route for vehicles through the space should be wide enough to provide access for removal vans, refuse vehicles and fire tenders, with spaces to allow vehicles to pass.



Typical shared surface lane cross section





11. Conclusion

Our proposal will deliver a sensitive and sustainable development, by achieving the following key objectives for quality place making:

- Ensuring that the development responds to the local landscape and nature designations, and creates a well defined space, utilising and enhancing landscape features.
- Establishing a sustainable development which will complement and contribute to the settlement of Arundel, providing new dwellings and much needed affordable homes.
- Connecting the neighbourhood to local services and facilities for use by new and existing residents.
- Ensuring that the character and purpose of the existing landscaping is protected by the retention of the vegetation which will also screen the development.

Specific items will be delivered:

- 90 new units
- Off-street parking for residents and visitor spaces
- Approximately 0.3ha of open space and structural landscaping
- Sustainable drainage infrastructure that will also enhance biodiversity
- Village Green
- Potential emergency access/egress
- Allotments
- Community Building/Nursery
- Up to 4.6 Ha of Green and Blue Infrastructure



