

Design and Access Statement - Addendum
Responding to Section 2 of the Arun Design Guide SPD



Land at
Ford Road, Arundel



This document is an addendum to the submitted Design and Access Statement (DAS). It provides greater clarity on how the proposal for the development of Land at Ford Road will respond to the recently approved Arun DC Design Guide SPD. It provides cross references to the DAS content to demonstrate how the outline planning application masterplan addresses the following strategic design issues:

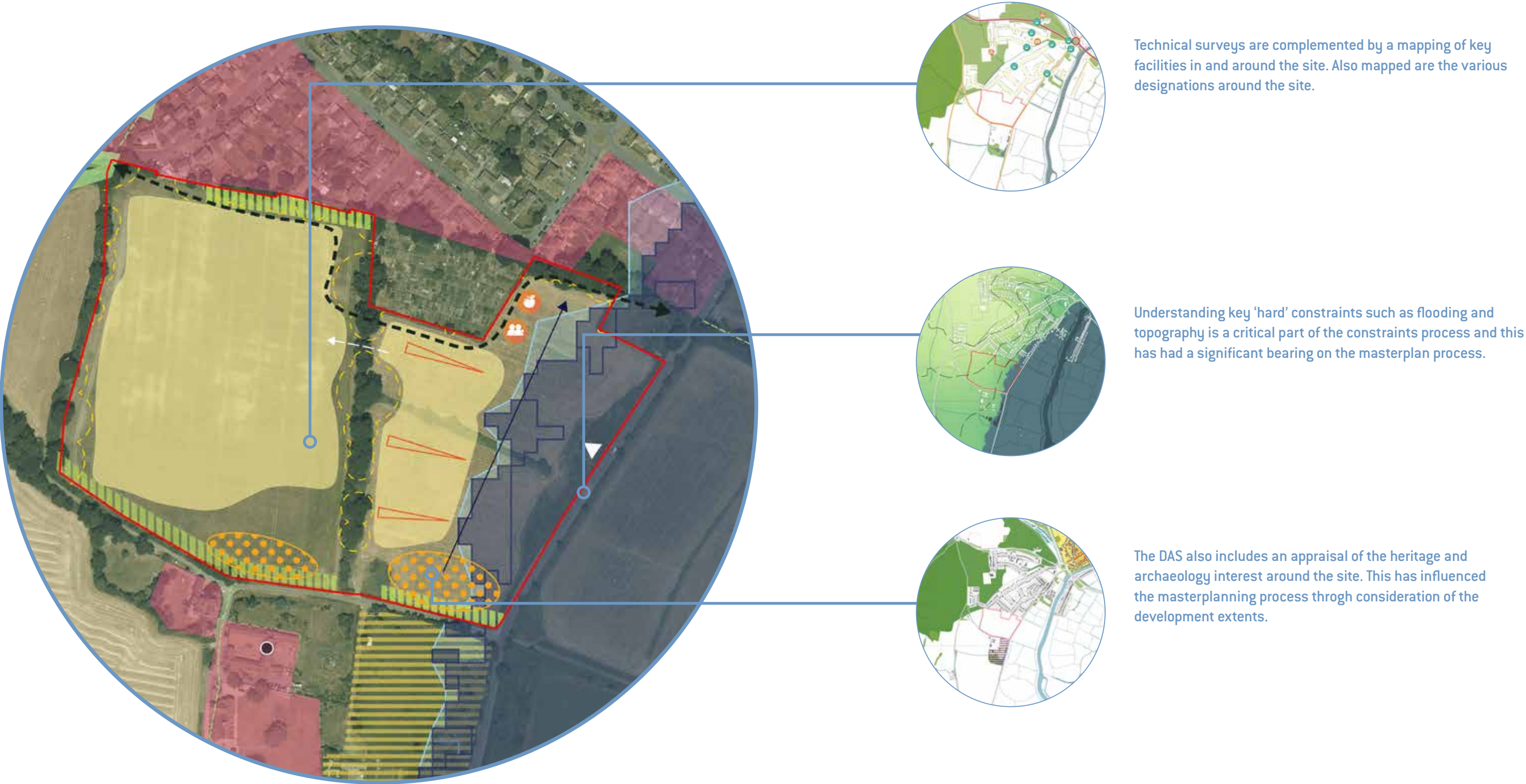
- Responding to Site
- Natural Environment
- Movement Framework
- Built Structure & Development Plots
- Welcoming Streets & Spaces
- Building Design

We recognise that there are some elements which by necessity will have to be conditioned and dealt with at Reserved Matters stage such as detailed responses on car parking, street furniture, materials, energy and detailed architectural design.

D.01 Site Appraisal

ADC DESIGN GUIDE OBJECTIVE: Analyse the site's key features and context to identify the constraints and opportunities that will shape future development.

A full site appraisal has been carried out and is set out in sections 2-4 of the DAS. This includes a full understanding of the site and its context as well as summaries of the technical surveys carried out for landscape, ecology, drainage, access and heritage. The technical surveys have then been reviewed and synthesised into a constraints and opportunities plan which is set out and described in more detail in section 3 of the DAS



D.02 Developing a Design Rationale

ADC DESIGN GUIDE OBJECTIVE: Develop a clear rationale for the site's development, informed by key characteristics and features identified during the site appraisal.

A concept plan was prepared which was based on the appraisal work and which was influenced by the landscape strategy. Particular emphasis was placed on shaping a new place by creating a village green space at the heart of the layout.



The development concepts seeks to accommodate the following responsive features:

- 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.

D.02 Developing a Design Rationale

ADC DESIGN GUIDE OBJECTIVE: Develop a clear rationale for the site’s development, informed by key characteristics and features identified during the site appraisal.

Design Rationale Checklist

- | | |
|--|--|
| • Defines centralities and focal points, and establishes desire lines and a clear hierarchy of streets and spaces. | • Yes. With a focus on the village green and then streets and spaces reducing in intensity away from that central space. |
| • Responds positively to the character, scale, form and massing of the surrounding natural and built environment. | • A gradual reduction in density and massing moving away from the existing settlement edge to the strategic open space along Priory Lane. |
| • Creates connections with the site’s surroundings, promoting integration and permeability. | • All potential linkages have been connected to via pedestrian/cycle or vehicle modes. |
| • Enhances ease of movement and accessibility throughout the site, encouraging the use of diverse ways of movement and means of transport, while ensuring safe, attractive and inviting connections with surroundings. | • The masterplan is designed around a permeable structure of streets and footpaths which offer a wide range of movement options. All streets and spaces have been designed to have natural surveillance to ensure safety.. |
| • Includes spaces for people to meet, play and interact and creates a user friendly layout for non-motorised users of all abilities, including pedestrians, cyclists, equestrians and wheelchair users. | • A wide range of spaces are provided to ensure that there are spaces to dwell and socialise for all users. |
| • Incorporates existing heritage and archaeological assets into new development. | • The layout and form respects the nearby heritage and archaeological constraints. |
| • Connects to existing green infrastructure, while creating a network of green spaces and links which enhance existing green infrastructure for both wildlife and people. | • There are a wide range of green linkages within and around the layout. These follow existing natural features such as tree belts, hedgerows and slope. |
| • Takes account of existing patterns of drainage and flooding, and seeks to reduce flood risk through SuDS and flood defences if appropriate. | • SuDS features are integrated into the green infrastructure network and are designed to foster wildlife. |
| • Takes advantage of sunlight and daylight. | • The site is generally south facing and all houses will benefit from sunny aspects |
| • Provides adequate car parking, carefully located to ensure that it does not dominate. | • Primarily on plot parking with limited use of parking courtyards in areas where car free frontages are required.. |

E.01 Using the site’s natural features and resources

ADC DESIGN GUIDE OBJECTIVE: Create a place that is experienced as part of the local area, responding to and enhancing the features and natural resources of 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.



Consideration of the wider landscape strategy has significantly influenced the pattern of development by establishing a strong green infrastructure strategy. This is set out in Section 6 of the DAS.

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.

E.02/3 Landscape, Trees and Bio-diversity

ADC DESIGN GUIDE OBJECTIVE: Work with existing landscape structures, features and trees to understand their particular qualities and characteristics.



- The majority of existing trees will be retained within the masterplan proposal. These will define the structure of the proposal and in particular establish green corridors through the scheme.
- 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.

Bio-diversity Checklist

- Provides up-to-date details of any protected habitats, species or other features with high biodiversity or ecological value, identified by technical studies.
- Does not result in any adverse impact on protected habitats unless in exceptional circumstances.
- Avoids harm to protected species, including but not limited to bats, badgers, and various wild birds, invertebrates, fish, plants and ancient woodland/ veteran trees.

An Ecological Impact Assessment has been produced and submitted as part of the Outline scheme, which takes into account the current ecological status of the site.

The Ecological Assessment and biodiversity strategy demonstrates that the proposal will not result in any direct or indirect harmful impacts on biodiversity habitats within the site.

The proposal will provide necessary biodiversity mitigation measures in order to ensure that the risk of impact on any protected species is removed.

- Details measures to mitigate harm caused to biodiversity from the development where avoidance is not possible.
- Provides a net gain in biodiversity, which may include enhancement of existing or creation of new habitats through measures such as planting, bird and bat boxes or provision of nesting locations.
- Connects fragments of green space with ecological corridors to improve biodiversity and include plant species to encourage pollinators.

The proposals will ensure the retention of the most valuable ecological features whilst also providing a number of additional ecological enhancement measures in order to ensure that is no detrimental impact on the most important ecological features within the site.

The proposal will result in a greater than 20% overall biodiversity net gain as demonstrated within the Ecological Assessment work completed to date.

Ecological Corridors will be retained and enhanced as part of the overall scheme through the retention and enhancement of hedgerows, grassland and creation of new species-rich habitat. These mitigation measures have all been included as part of the Outline Landscape and Biodiversity Management Plan for this site.

F.01 Creating a Network of Streets, Footpaths, Cycleways & Access

ADC DESIGN GUIDE OBJECTIVE: Create an accessible and easily navigable place that caters for the needs of all.

The masterplan is structured on a network of accessible and easily navigable routes which are streets, footpaths and informal leisure routes.



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.

F.01 Creating a Network of Streets, Footpaths, Cycleways & Access

ADC DESIGN GUIDE OBJECTIVE: The masterplan is structured on a network of accessible and easily navigable routes which are streets, footpaths and informal leisure routes.

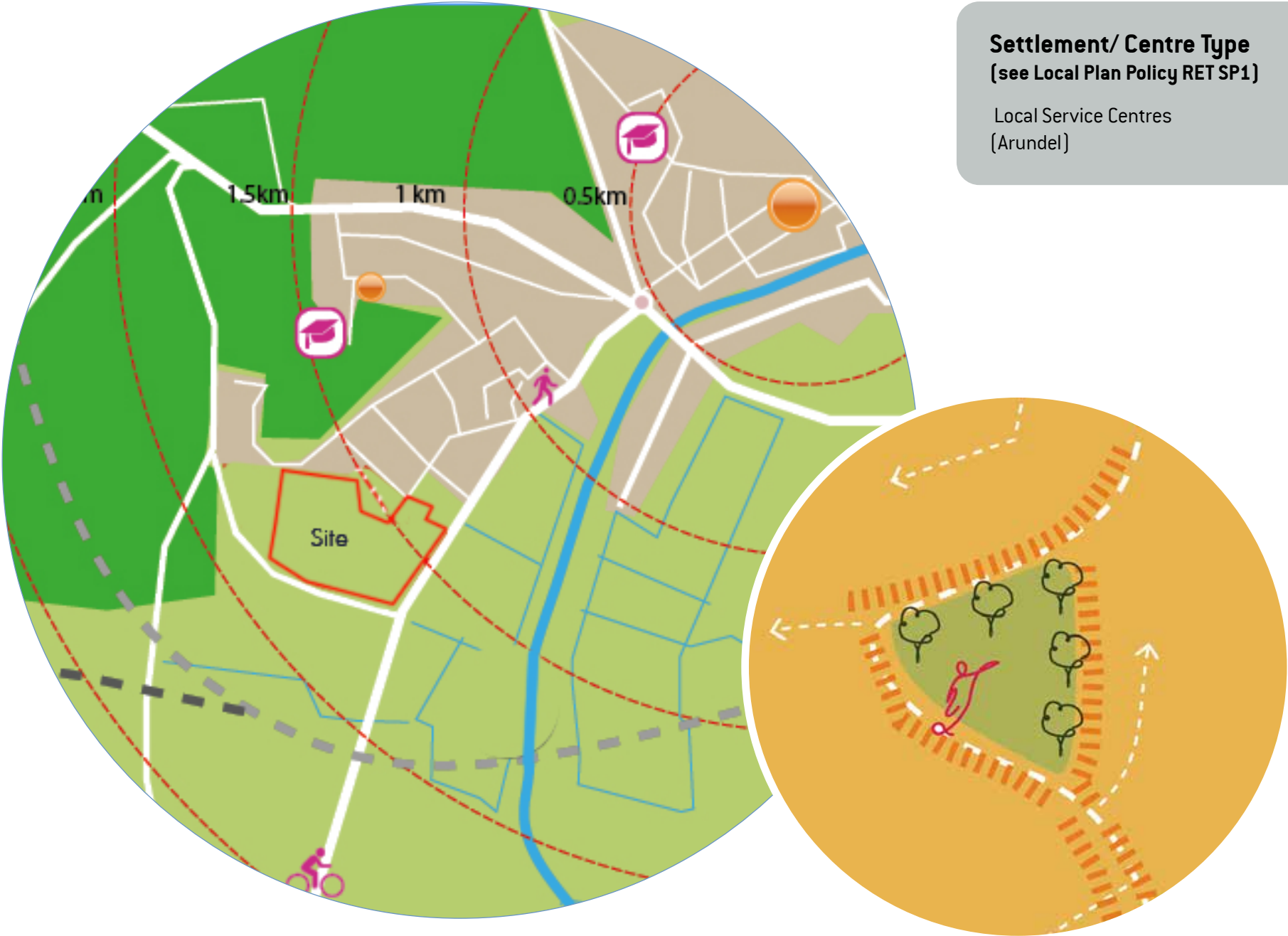
Movement Framework Checklist

Provides a connected and convenient network of streets, footways, cycle paths, bridleways, public rights of way and access routes which follow desire lines.	A network of convenient and connected routes are provided. These link to existing public rights of way and connect to the nearby street network
Incorporates a 'street hierarchy', clearly communicated by a range of street typologies which are able to accommodate the appropriate type of movement/ transport.	A comprehensive street hierarchy defines the structure of the layout, from primary street to shared surface drives
Provides easy access between facilities, amenities, homes and public transport.	Yes, within walking distance of the town centre
Incorporates connections with existing routes to enable ease of movement beyond the development including access to wider facilities, amenities and services; and is able to connect to neighbouring land which may be developed in the future.	The new streets link to existing public rights of way and connect to the nearby street network
Incorporates the provision of dedicated shared cycle and pedestrian routes or bridleways alongside and beyond roadways.	Dedicated off street cycleways are not applicable for this size of scheme
Ensures the safety of all road users through traffic calming, separation of transport modes and dedicated crossing points.	Yes, traffic calming has been considered as part of the proposals around the site
Incorporates speed limits and traffic calming measures appropriate to the position of routes within the street hierarchy.	The streets are designed as dedicated low speed environments in line with current residential road design guidance.
Provides accessible movement for all, through consideration of the width, grading and surfacing of routes, and incorporation of places for pedestrians and cyclists to rest.	Yes
Provides bus stops within 400m of homes, 600m of primary schools and 1500m of secondary schools, and at least once every 400m. These are maximum distances and should be kept to a minimum where possible.	The layout will provide easy access to nearby bus stops and the existing Arundel C of E Primary School. A nursery building will eventually be built on site too.
Provides unconstrained pedestrian and cyclist access even when single access or cul-de-sac arrangements are unavoidable for vehicles.	Yes, through routes provided for pedestrians and cyclists

See Section 7 (p44) of the DAS for more detail

G.01 Neighbourhoods, Centres & Local Facilities

ADC DESIGN GUIDE OBJECTIVE: Create a “heart” of a neighbourhood by defining the centre of new development. It is important that new development either connects to, adds to, enhances or incorporates an identifiable centre. This can take the shape of a focal public space or feature of the built or natural environment. A centre can also comprise a range and number of services and facilities relevant to the scale of development.



Settlement/ Centre Type (see Local Plan Policy RET SP1)	Local Services	Bus Stops	Primary Health/ Education
Local Service Centres (Arundel)	10 min walk	5 min walk	20 min walk

The development will be located within 10 minutes walk of the local services and Primary School on Jarvis Road. 5 minutes of the bus stops on Ford Road and 20 minutes of higher order facilities such as the town centre and bus access to Secondary level education in Littlehampton.

The heart of the new neighbourhood will be defined by a new village green type space onto which higher density housing will be situated.

G.02 Density and Uses

ADC DESIGN GUIDE OBJECTIVE: Use an appropriate size and density to create places at a human scale, range and number of services and facilities relevant to the scale of development.



- Early 19th Century
- Bond Street and Kings Street
- 52 DPH



- 1930's
- Maxwell Road and Priory Road
- 11 DPH



- 1960's
- Hazel Grove and Oak End
- 14 DPH

The proposed development will have an average density of 24dph which is lower than the highest densities in Arundel's historic core but higher than the low 1930's and 1960's models of development to be found immediately to the north of the site.



Low/Medium Density housing blocks on the outer edge



Low Density housing blocks on the upper slope

G.02 Density and Uses

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Density Checklist

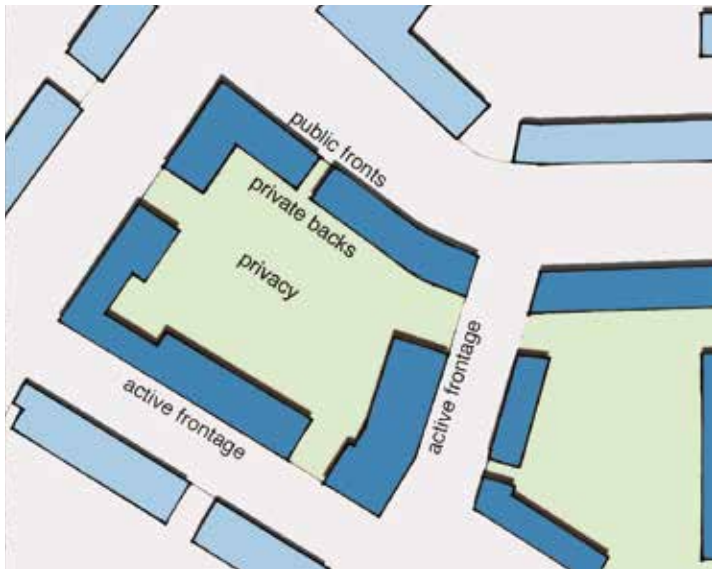
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|---|--|
| <ul style="list-style-type: none">• Incorporates an appropriate density for its location in order to enhance existing context, achieved through a range of densities and varied dwelling types. | <ul style="list-style-type: none">• Densities generally reduce from the existing settlement edge in the north to the green infrastructure to the south. |
| <ul style="list-style-type: none">• Uses lower density to relate positively to the edges of built up areas. | <ul style="list-style-type: none">• Lower densities front the Priory Lane and Ford Road green edges. |
| <ul style="list-style-type: none">• Focuses higher density areas and provision of facilities around existing focal points such as town and villages centres or strategic routes, to enable a gradual decrease in density beyond these points. | <ul style="list-style-type: none">• Higher densities frame the central village green and create a critical mass of density around this important new open space. |
| <ul style="list-style-type: none">• Locates facilities and services within a short walking distance of existing and new homes, providing new facilities on site where existing provision is not easily accessed. | <ul style="list-style-type: none">• A nursery will eventually be provided on site. All other facilities are within walking distance. |

G.03 Layout & Plot Size

ADC DESIGN GUIDE OBJECTIVE: Create an appropriate layout for new development, integrating it with its surroundings.

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



Layout is based on a
deformed organic grid

Streets and blocks
coalesce around a
central village green

Sinuuous 'organic'
building line defines
the outer edge

G.03 Layout & Plot Size

ADC DESIGN GUIDE OBJECTIVE: Create an appropriate layout for new development, integrating it with its surroundings.



The layout is designed to provide a number of opportunities for landmark buildings. These could be positioned at prominent locations and be denoted by a change in the elevational treatment or facade design.

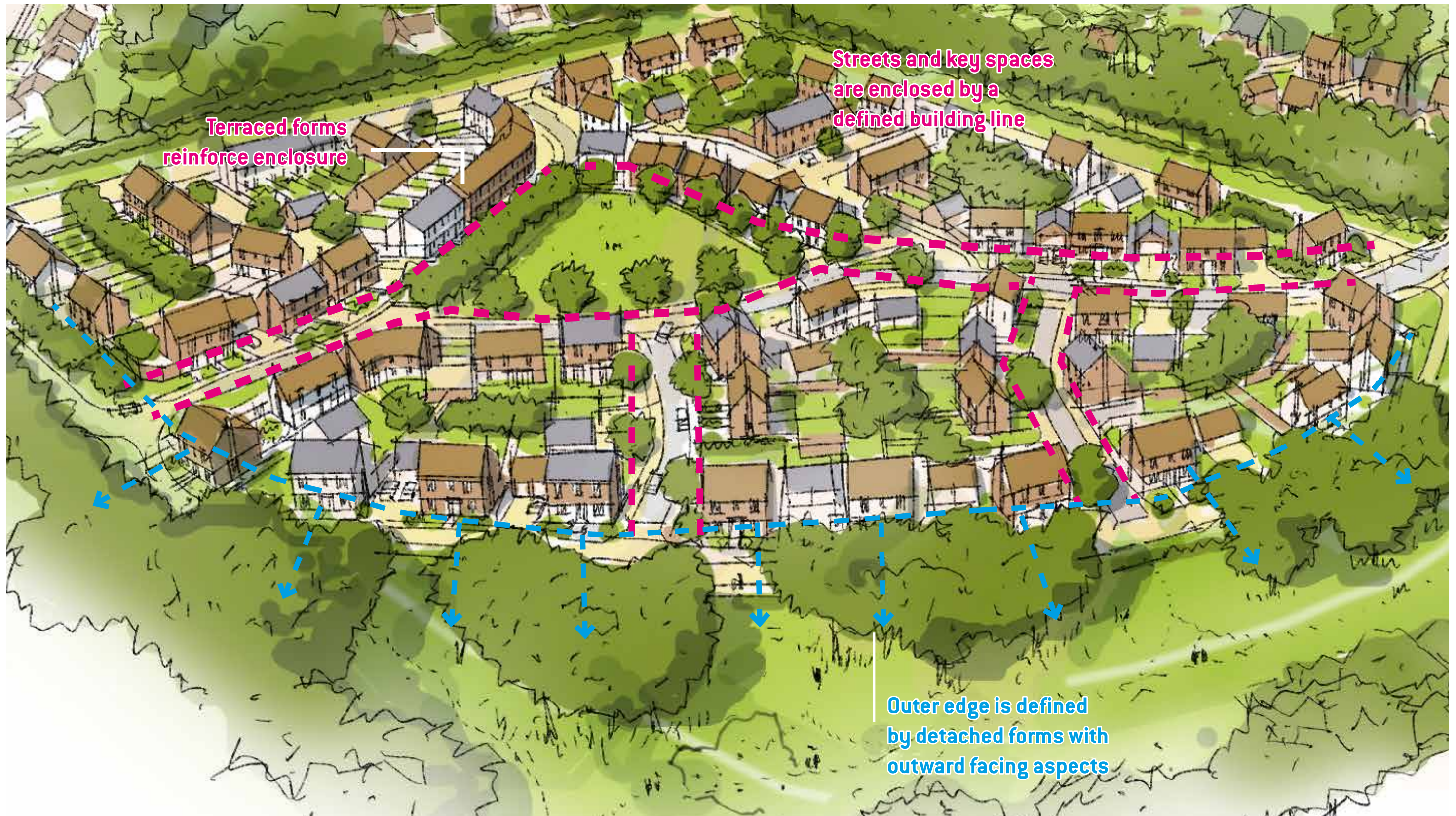
G.03 Layout & Plot Size

ADC DESIGN GUIDE OBJECTIVE: Create an appropriate layout for new development, integrating it with its surroundings.

Layout Checklist	• Responds to the grain of existing development in terms of plot and block size, and positioning of the building line.	• Neighbouring blocks are over 120m deep. These are representative of the post war era. They can not be replicated in today's era when we need to optimise the use of green field sites.
	• Integrates existing site features including topography, landscape features and buildings into the layout.	• Site features including topography, landscape features and buildings have all shaped the disposition of the proposed development.
	• Is based around a series of appropriately proportioned blocks (according to surroundings), which should:	
	• Incorporate well defined and attractive frontages which communicate a hierarchy through the visual prominence and activity of buildings, reflecting the character and order of the street that they front.	• Careful consideration of the type of frontages and the way in which they respond to the different streets and spaces. For example, continuous car free frontages will frame the central village green.
	• Be of an appropriate size: large enough to incorporate adequate amenity space and avoid fragmented streets, but small enough to ensure walkability.	• This scale of development will meet these objectives.
	• Create a clear distinction between public and private spaces, providing for appropriate levels of privacy through the positioning of the building line.	• The masterplan is based on the perimeter block form which defines the division between private and public realms.
	• Vary in size to add interest.	• Blocks are of different sizes, depending on density.
	• Increase natural surveillance of the street.	• Natural surveillance will be enhanced through the perimeter block form.
	• Incorporates landmark buildings and focal points in appropriate locations to ensure recognisable and navigable development.	• The masterplan layout is designed in a manner which will provide a number of opportunities for landmark buildings
	• Avoids creation of a wind tunnel effect or overly shaded areas by orienting building façades primarily to the south.	• The enclosed, shell like pattern will avoid wind tunnel effects and the south facing slope will allow for all buildings to have at least one facade facing south.
	• Avoids conflict between uses by avoiding location of residential development or centres next to sources of unacceptable noise, odour or other forms of pollution.	• N/A
	• Avoids placing side or back boundaries of the development in prominent locations.	• Side and back boundaries will be hidden from prominent streets where possible.

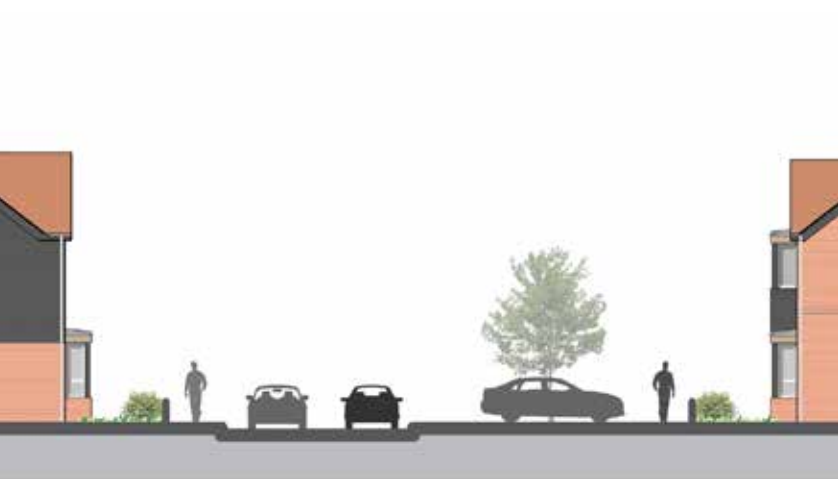
H.01 Definition & Enclosure

ADC DESIGN GUIDE OBJECTIVE: Create an attractive environment of streets and spaces with appropriate spatial definition and enclosure, suited to their location and role.

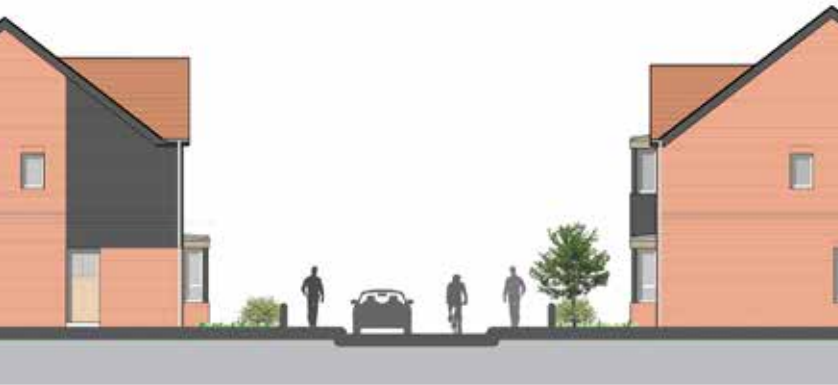


H.02 Streets to Rest, Meet & Gather

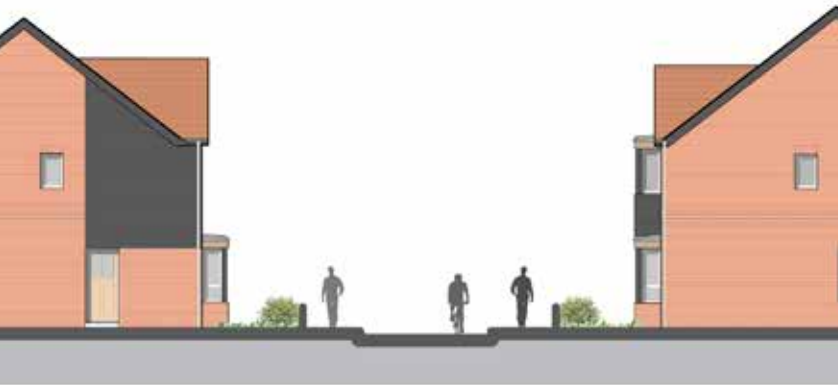
ADC DESIGN GUIDE OBJECTIVE: Create a network of streets and spaces where people can rest, meet and gather.



Primary Street



Secondary Street



Shared Surface Lanes



The proposed development will have a variety of street types and spaces, all of which will be appropriately designed to foster relaxation and social interaction.

H.03 Open Spaces

ADC DESIGN GUIDE OBJECTIVE Create a network of open spaces of diverse size, scale and character, which have a clear purpose and are accessible to a wide range of potential users.



The masterplan provides the opportunity to create a wide variety of amenity spaces which will be available for both residents and visitors alike.

-  Application Boundary
-  Proposed Amenity Grassland
-  Proposed Natural / Semi-natural
-  Proposed Allotments
-  Proposed Play (LAPS)
-  Proposed Play (LEAPS) 240m catchment zone
-  Proposed SUDS

H.04 Residential Outdoor Amenity & External Space Standards

ADC DESIGN GUIDE OBJECTIVE: Provide private and communal residential outdoor amenity spaces which are of a high quality and can be safely and conveniently accessed by all residents.

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.



Private amenity spaces will meet the standards of the SPD with all rear gardens meeting or exceeding the 10.5m deep standard minimum.

J.01 Form & Character

ADC DESIGN GUIDE OBJECTIVE: Respect the existing landscape and townscape by creating buildings with a form and character that reflects and enhances the distinctive architectural qualities of the surrounding area.



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

● Village Green and Lanes:



● Priory Parkland Edge



● Arun View



J.02 Scale & massing / J.03 Corner buildings

ADC DESIGN GUIDE OBJECTIVE: Ensure that the scale and massing of development responds to the existing townscape and landscape.



Scale and massing of the proposed buildings will respect the immediate setting of the site. Building heights will be from 1 - 2 storeys. Buildings on prominent corners will be articulated in a manner which celebrates locally distinctive design through careful use of building materials.



J.04 Building Frontages & Façades

ADC DESIGN GUIDE OBJECTIVE: Respond to and reinterpret the design of existing frontages and façades.



If outline consent is given, the Norfolk Estate will work with local stakeholders to develop high quality detailed architectural designs. We recognise that the site will offer the opportunity to have both traditional and contemporary interpretations of Sussex vernacular.



Notes on Detailed Elements

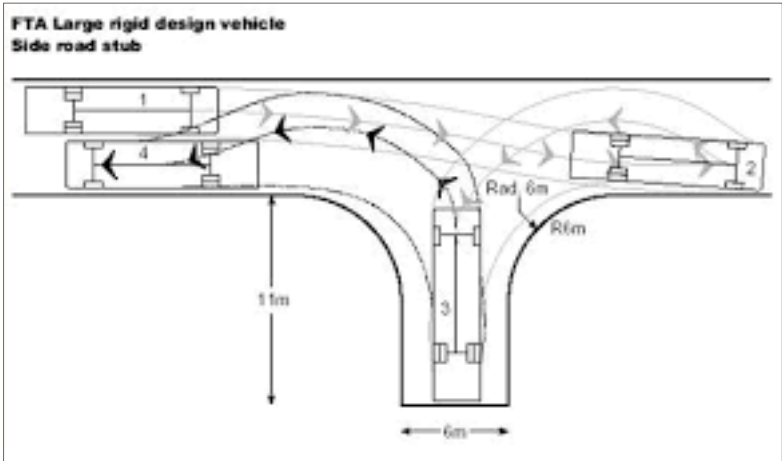
H.06 Street Furniture, Lighting & Public Art

If outline consent is given, the Norfolk Estate will work with local stakeholders to develop an agreed palette of street furniture and lighting materials. The landscape lead nature of the proposal will also ensure that opportunities will exist within the public open space.



H.07 Waste/ Recycling Storage Facilities & Utilities

Although the masterplan is only illustrative at this stage it is based on a proving layout which has been ‘tracked’ to ensure that the layout facilitates ‘swept path’ access for refuse vehicles. Further work at the detailed stage will allow for a detailed refuse and bin storage strategy.

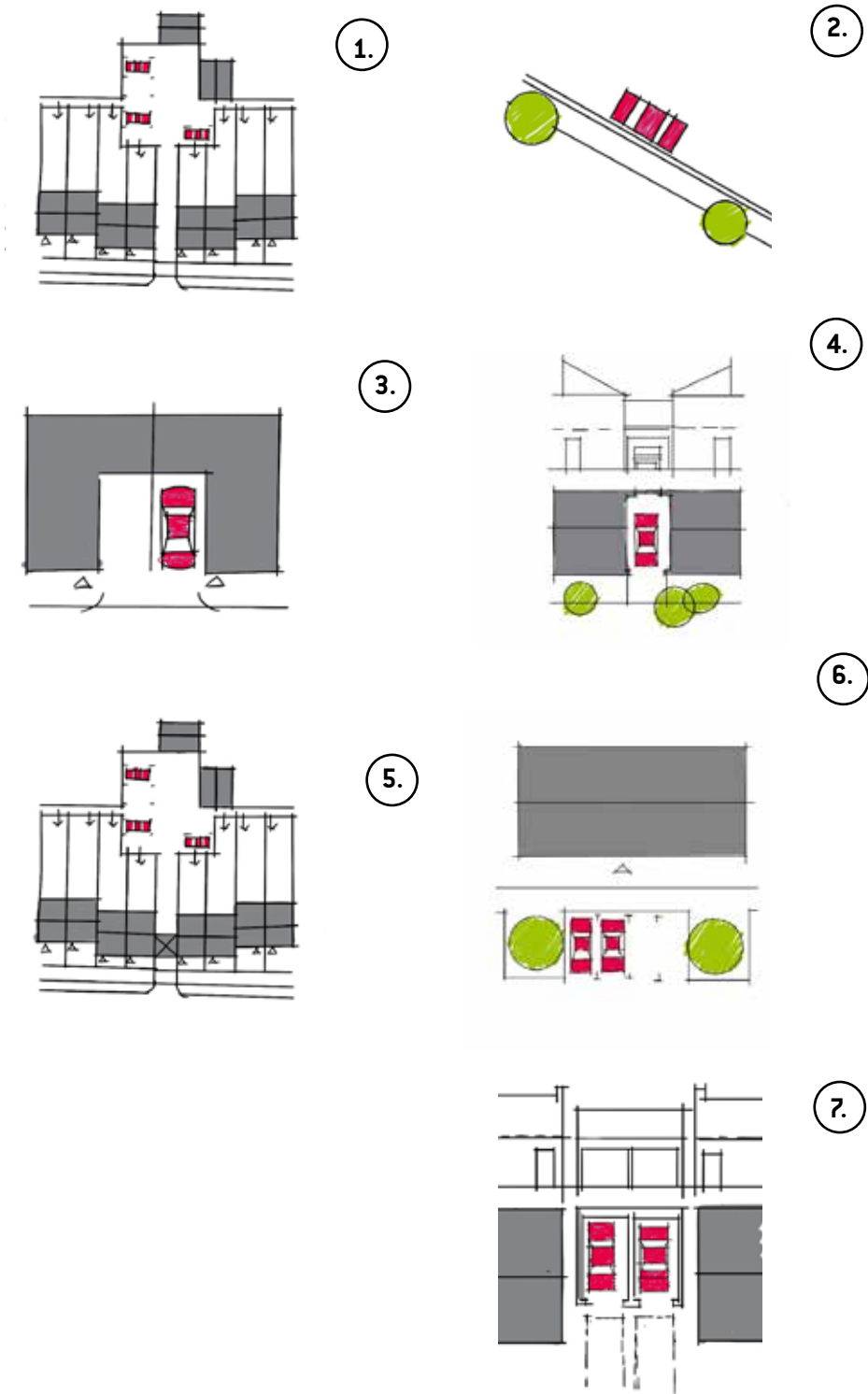


Notes on Detailed Elements

I.01 Car Parking

Although the masterplan is only illustrative at this stage it is based on a parking strategy which allows for a wide range of resident and visitor parking solutions. The future detailed layouts will be based on a similar range of approaches.

Parking Type
1. Rear parking court Type: Off-plot Groups of parking bays located within a shared courtyard. Usually accessed via a single point and served by no more than 14 dwellings.
2. Parallel/Causal on street Type: Unallocated off plot Parking located alongside the street. Can be a visitor bay.
3. Perpendicular Type: On-plot Parking located perpendicular to the roadside and accessed directly off the street. Can be a visitor bay.
4. Attached/ integral garage Type: On-plot Private garage adjoining the dwelling often allowing access into the house
5. Drive under Type: On-plot Parking bay and/ or garage accessed through the building line and onto the street.
6. Hard standing Type: On-plot Parking bay located next to the dwelling Can be a visitors bay.
7. Detached garage/car barn Type: On-plot Private garage located next to or to the rear of a dwelling. Should be set back from main frontages Careful design required to mitigate the impact of parked cars on the streetscene.



The majority of properties will have on-plot garages and driveways



Planting used to soften the visual impact of parking



Head on visitor parking group



Shared parking courtyard



Head on visitor parking group



Larger driveway parking



Hit and miss fence allows for some intervisibility between rear gardens parking courtyard



Visitor parking bay

Notes on Detailed Elements

I.02 Electric Vehicles

The proposed illustrative masterplan and infrastructure allows for the future provision to all plots of an electric vehicle charging point even if it is not provided initially at the Reserved Matters stages.

I.03 Cycle Parking

Each home shall have convenient, secure cycle storage, in line with the adopted standards at the time of the reserved matters application. Cycle parking should be within the garages, integral to the house (within porches for example), or within back gardens in lockable shelters. Cycles within garages should be accessible without the need to remove cars.

Parking in the form of cycle hoops should be provided adjacent to features such as play areas, within/ adjacent to areas of public open space.

Motorcycle anchorage bars should be provided in communal car parks.



Electric vehicle charging



Covered, accessible cycle parking for apartments



Casual visitor cycle parking will also be provided adjacent to features such as new play areas and car park

