

The Norfolk Estate

Design & Access Statement



Land at
Ford Road, Arundel





Planning, Urban Design and Heritage



Landscape



Highways & Drainage



Ecology



Arboriculture

Produced by Savills Urban Design Studio
for the Norfolk Estate

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Arundel Town Centre



Foreword

We are pleased to put forward this plan for land at Tortington, which we believe has the opportunity to benefit the whole of Arundel and its residents. The town enjoys a deserved reputation for being one of the most attractive places to live on the south coast and has the combination of a rich history, a vibrant market town and stunning countryside all on its doorstep.

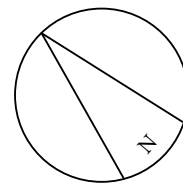
With a history that dates back to the 11th century, the Norfolk Estate has played its part in the development of this wonderful town throughout the years. Our approach at Tortington will be no different. We are committed to a high quality development which serves the local community and fits in with Arundel's distinctive character. The plan would create a new neighbourhood, providing much needed market and affordable housing choice for local people and others who would like to live here.

As the masterplan highlights, the site would provide amenity and other assets for the whole town, whether that be through the creation of parkland spaces, allotments, a children's play area or other green infrastructure. More generally the scheme will deliver direct financial benefits to both the Town and District Councils.

This Design and Access Statement sets out our proposals for the provision of 90 new homes which are badly needed to support local housing demand. It explains the process that we have undertaken and how this has influenced the design of the masterplan layout. The Norfolk Estate has worked closely with a number of key stakeholders over the past three years to ensure that the masterplan meets the needs of the local community.



1. Central public open space & children's play area
2. Parkland
3. Main access road through gap in existing trees
4. Primary vehicle access onto Ford Road
5. Priory Farm
6. New allotments
7. Pedestrian link to High Ridge Close
8. Emergency access and pedestrian link to Dalloway Rd
9. Sustainable drainage feature
10. River Arun
11. Pedestrian link to Priory Road
12. Local shops and primary school
13. South Downs National Park
14. Castle and Town Centre
15. Avenue creates attractive gateway into the scheme



Land at Ford Road, Arundel

(Illustrative view of scheme)



Maltravers Street, Arundel

1. Introduction

1.1 Purpose of the Document

This Design and Access Statement has been prepared to support proposals for the development of land west of Ford Road, for an outline planning application with access to be considered and all other matters reserved for a residential development of up to 90 dwellings, with associated drainage works (SuDS), landscaping and parking.

It forms an important part of the information that has been submitted in support of this Outline Planning Application. The purpose of the statement is to provide stakeholders with the information they need to consider the proposed development and to demonstrate that an inclusive and integrated approach to masterplanning has been adopted. The statement will explain the design concepts behind the development and how access issues and site constraints have been addressed.

1.2 The Planning Application

The development has the opportunity to create a new neighbourhood for Arundel with the following benefits:

- 90 high quality new homes which reflect traditional local building styles
- 30% of the new homes to be affordable homes provided by the local Community Land Trust
- New childrens play area at the heart of the masterplan
- New homes laid out in coherent groupings which reflect local context
- Land safeguarded for a community building/community space (precise use/building to be agreed with the Town Council)
- A masterplan design which may feature a network of parkland permeating through the scheme on the alignment of the streams, hedgerows, tree belts and woodland groups
- Public access to 5ha of revitalised landscaped areas
- The opportunity to provide allotments and other types of public open space for the benefit of local people
- Buildings arranged to create evolving vistas and glimpsed views out to the open countryside
- A strong sense of integration, where key routes could provide sustainable access to both Arundel and Ford for pedestrians, cyclists and bus passengers

1.3 Planning Context

Land at Ford Road, Arundel is located to the south west of the settlement of Arundel. The site constitutes approximately 9.81ha of land, and is identified in the Arun Local Plan 2011-2031 (adopted July 2018) as being outside of the defined built-up area boundary. However, the more recently adopted (made) Arundel Neighbourhood Plan (formally adopted 15 January 2020) amends the settlement boundary to include some of the land to the south of the existing settlement boundary. The site is bounded to the north by residential development and allotments, to the east by Ford Road, to the south by Priory Lane, and to the west by existing mature hedgerow and trees. The site is currently utilised as arable farming land and pasture, and there is no existing built form on the site.

The eastern edge of the site, closest to the River Arun, falls within a biodiversity opportunity area and Flood Zone 2/3. The site is adjacent to the area defined as the setting of Arundel to the north, and adjacent to a defined gap between settlements on its eastern boundary.

The Development Plan Documents covering this area consist of: the Arun Local Plan 2011-2031 (adopted July 2018), the Arundel

Neighbourhood Plan 2018 – 2031 (adopted January 2020); and a variety of Supplementary Planning Documents which provide further guidance on specific topics.

The Arun Local Plan recognises the importance of Arundel to the District. Arundel is the third largest settlement in the District after the coastal towns of Bognor Regis and Littlehampton and is the largest inland settlement. The Local Plan specifically identifies Arundel and its setting in Policy LAN DM2 – The setting of Arundel. The Policy and the supporting text identify Arundel as having a unique character owing to its rich heritage, historic Castle and Cathedral, and idyllic setting. With specific regard to development in and around Arundel, Policy SD SP1a sets out that development that is sensitive to the historic character of the town with its historic buildings, and the wider South Downs National Park will be enabled as part of the spatial strategy for Arun District.

The Arun Local Plan 2011-2031 (2018) identifies a requirement for an additional 20,000 homes in the District over the Plan period. This includes some of the need identified for Worthing and Chichester, who cannot mean their own needs. The total of 20,000 homes is based upon an Objectively Assessed Need (OAN) of 919 homes per annum, plus an additional 81 homes per annum (or 1,620 over the plan

period) in order to help address neighbouring shortfall. The resultant 1,000 homes per annum delivery includes a 20% buffer to reflect persistent under delivery of housing in Arun District. These homes are to be delivered on a stepped trajectory with a delivery of 610 dwellings per annum (dpa) in the years 2011-16, 1,120 dpa from 2016-21, 1,310 dpa from 2021-25 and 960 dpa from 2026-31. The emerging Local Plan does not identify any strategic site allocations (those over 300 dwellings) in Arundel, however it is identified in the plan that of the housing provision, at least 1,250 of the 20,000 homes are to come from Non-Strategic Sites, which are to be identified through Neighbourhood Plans or a Non-Strategic Sites Site Allocations Development Plan Document.

The Arundel Neighbourhood Plan 2018-2031 was adopted on the 20th January 2020. The Plan replaces a number of policies made in the first iteration of the Neighbourhood Plan (2014-2029) but also ensures the continued retention of some of the existing policies. It can be seen from retained Neighbourhood Plan Policy 4: Housing Site Allocations that Land at Ford Road was identified for future allocation through plan review. Through the Neighbourhood Plan review, this has duly occurred and Land at Ford Road, Arundel has now been allocated for the provision of approximately 90 homes in the new Neighbourhood Plan under Policy AR2 Land off Ford Road.



The Policy details the following key requirements for any proposals that come forward on the site:

- a) The developable land for residential uses comprises no more than 3.9 Ha lying within the Built Up Area Boundary of Policy AR1;
- b) The residential scheme delivers approx. 90 dwellings comprising a mix of open market, affordable and Community Land Trust homes in accordance with Local Plan policies with an emphasis on homes suitable for first time buyers or those looking to rent their first home;
- c) Development proposals incorporate and safeguard land for the future provision of a D1 and/or D2 community use(s) to be agreed with the Town Council;
- d) The layout and heights of buildings have full regard to the Local Plan policy requirements in relation to the location of the land within the setting of:
 - the South Downs National Park;
 - of Arundel; and
 - of the heritage assets at Tortington Priory;
- e) A biodiversity strategy is prepared and approved by the local planning authority to incorporate measures that ensure no net loss of effective foraging and roosting habitat for the Bewick's Swan population of the Arun Valley Special Protection Area in accordance with Local Plan policies and deliver a net gain in general biodiversity value, where possible, on site;
- f) The road access to the developable land is made from a new junction on Ford Road in a location and of a type to be agreed with the highways authority, but with an emergency vehicle access to Dalloway Road;
- g) Pedestrian and cycling access points are provided off Ford Road, Priory Lane, Dalloway Road, High Ridge Close and Priory Road of a specification to be agreed with the highways authority;
- h) Provision is made within the scheme layout to secure public footpath connectivity through the site between Dalloway Road and Ford Road as part of the wider Green Infrastructure Network defined by Policy AR9;
- i) All trees subject to a Tree Preservation Order are retained and protected and all other mature trees and hedgerows within the site are retained unless their removal is essential, and the minimum required to facilitate an efficient development layout;
- j) The remaining non-developable land within the gross site area is set out as a combination of formal and informal recreation parkland and incorporates a Local Equipped Area for Play that is conveniently located

for all the new residential uses and that is accessible to children from the Torton Hill area;

- k) A sustainable drainage strategy is prepared and approved by the local planning authority to address the effects of surface water run-off within and adjoining the land;
- l) The layout enables the scheme to connect and integrate with the existing community at Torton Hill and also reflects the common grid street pattern and profile of Torton Hill, notably the use of front gardens, boundary walls and street trees, with an emphasis of east-west streets to encourage optimum design for passive solar design;
- m) The building materials reflect those common to the neighbourhood area; and
- n) The layout has regard to the need for utility providers to access infrastructure on the land for future maintenance and upgrading.

In terms of broader policy context, the adopted Arun Local Plan also sets out a requirement to deliver an affordable housing provision of 30% of the total number of units for developments of 11 units or more. In terms of the mixture of housing types provided, the mix of market and affordable dwelling sizes, and the tenure mix, Policy AH SP1 sets out that this should be based upon the most recent Strategic Housing Market Assessment (SHMA) recommendations available. With specific regard to affordable housing, Policy AH SP2 sets out that the affordable housing tenure mix should start at an initial position of 75% affordable rent and 25% intermediate housing, and that the dwelling mix should be as follows:

- 1 bedroom 35 – 40%
- 2 bedroom 35 – 40%
- 3 bedroom 15 – 20%
- 4+ bedroom 5 – 10%

In terms of the national development context and nationally supported infrastructure proposals, is notable that Highways England has held a number of consultations on a potential A27 Arundel Bypass, which would alleviate traffic through Arundel where the A27 narrows to a single carriageway. The 2019 options consultation ran from 30 August until 24 October 2019. Following a review of responses and the understanding of issues that had arisen during the consultation, a further public review period was held from 3 February 2020 to 1 March 2020.

Of the bypass options being considered, four will run to the south of the proposal site on a new route and two will run to the north along an existing route. Of the four that run to the south, option 3V1 would run approximately 400m to the south of Priory Lane, with the other routes running approximately 550m to the south of Priory Lane.

Following a review of responses and the understanding of issues that had arisen during the consultation, it was announced in October 2020 that the preferred route of the bypass would be the 'Grey' option (Option 5BV1), which will run east-west approximately 550m south of the site. The decision document identifies that there is local interest in a new junction at Ford Road, and that this will be considered further as design work progresses.

1.4 Design Standards and References

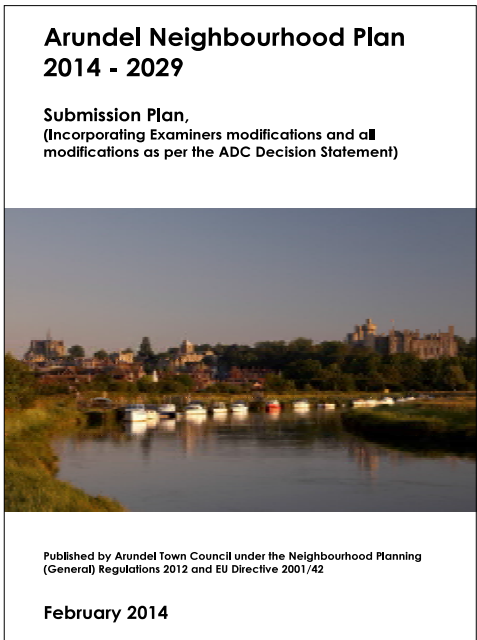
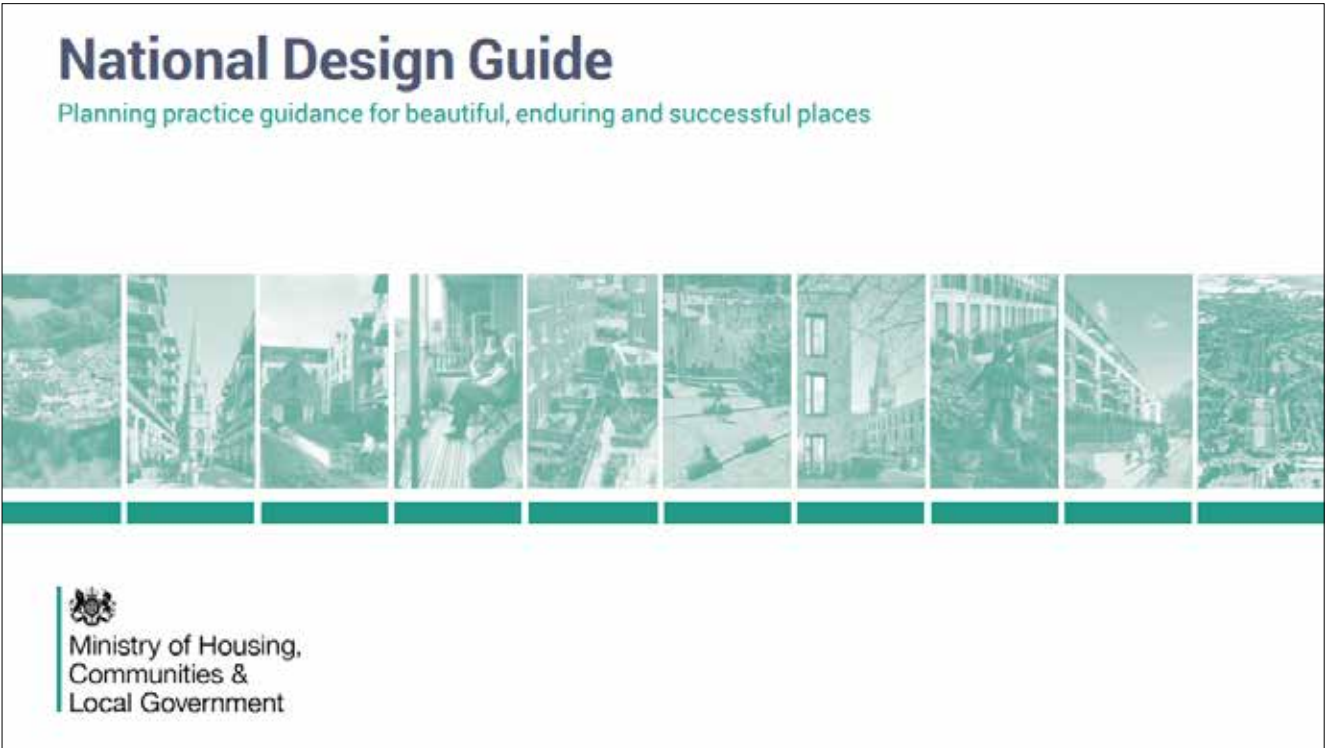
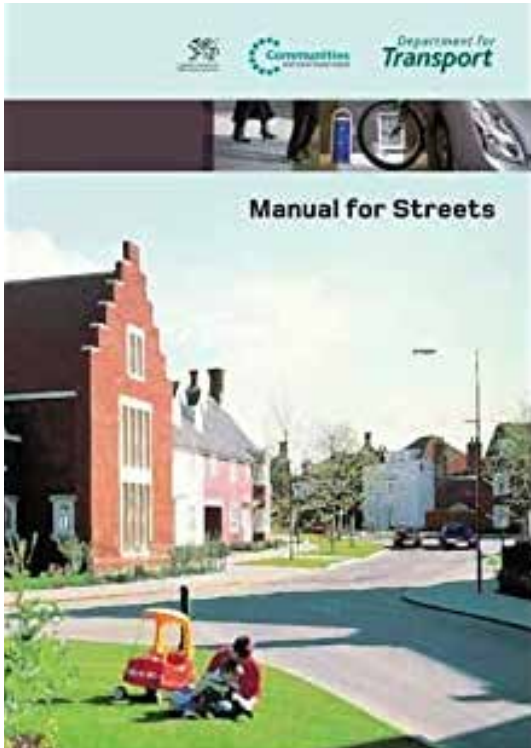
The master plan has been developed with reference to the following national and local design guidance. Particular reference has been made to the emerging Arun District Design Guide and a checklist of responses to the the Design Guide’s objectives are set out in Section 6.5 of this Design and Access Statement.

National Guidance

- Urban Design Compendium - English Partnerships and the Housing Corporation, (2007)
- Building for Life 12 - Delivering great places to live: 12 questions you need to answer Commission for Architecture and the Built Environment (CABE) (2012)
- Manual for Streets - Department for Transport, and Community and Local Government (2007)
- Technical housing standards – Nationally described space standard, Department for Communities and Local Government (2015)

Local Guidance

- Arun District Design Guide (SPD) Consultation Draft (2020)
- Arun Public Open Space (SPD) (2020)
- Arun Parking Standards (2020)



Relevant local and national guidance

1.5 National Design Guide

The master plan has been developed with reference to the recently produced National Design Guide (NDG). The design work addresses the 10 key themes of the NDG in the following manner:

Context - consideration and response to key constraints and opportunities around the site;

Identity - appraisal of local character features such as materials and architectural styles;

Built form - perimeter block form reflecting historic and 20th century form found in Arundel;

Movement - permeable deformed 'grid' with non-vehicular connections on all sides;

Nature - retained tree belts and hedgerows with enhanced woodland and wildflower planting throughout the scheme;

Public space - a signature 'central green' at the heart of the scheme and pedestrian friendly streets

Uses - opportunity for a community building which can meet the needs of the local community;

Homes and buildings - a wide range of badly needed new homes with some reserved for local people, managed by a Community Land Trust;

Resources - use of sustainable building materials where required by legislation;

Lifespan - A carefully planned community which will be loved and well maintained by its future residents.



Placemaking 'wheel' diagram



Key

-  School
-  Park
-  Scout Hut
-  Local Shops
-  Allotments
-  GP/Hospital
-  Shops and Post Office

2. Assessment

2.1 Site Description

The site is located outside the settlement boundary of Arundel, within the administrative boundary of Arun District Council (ADC).

The site, of approximately 10 hectares, currently comprises some agricultural fields and a number of mature hedgerows and tree belts.

The south western boundary is defined by Priory Lane, which is characterised by mature trees on either side. As the road passes the southern edge of the site, the edges become more open and defined by grass verges rather than the trees found further west.

The eastern edge of the site is defined by Ford Road which has some lower hedgerows along both sides of the road. The northern side of the site is defined by the backs of properties along Stewards Rise, High Ridge Close and Dalloway Road.

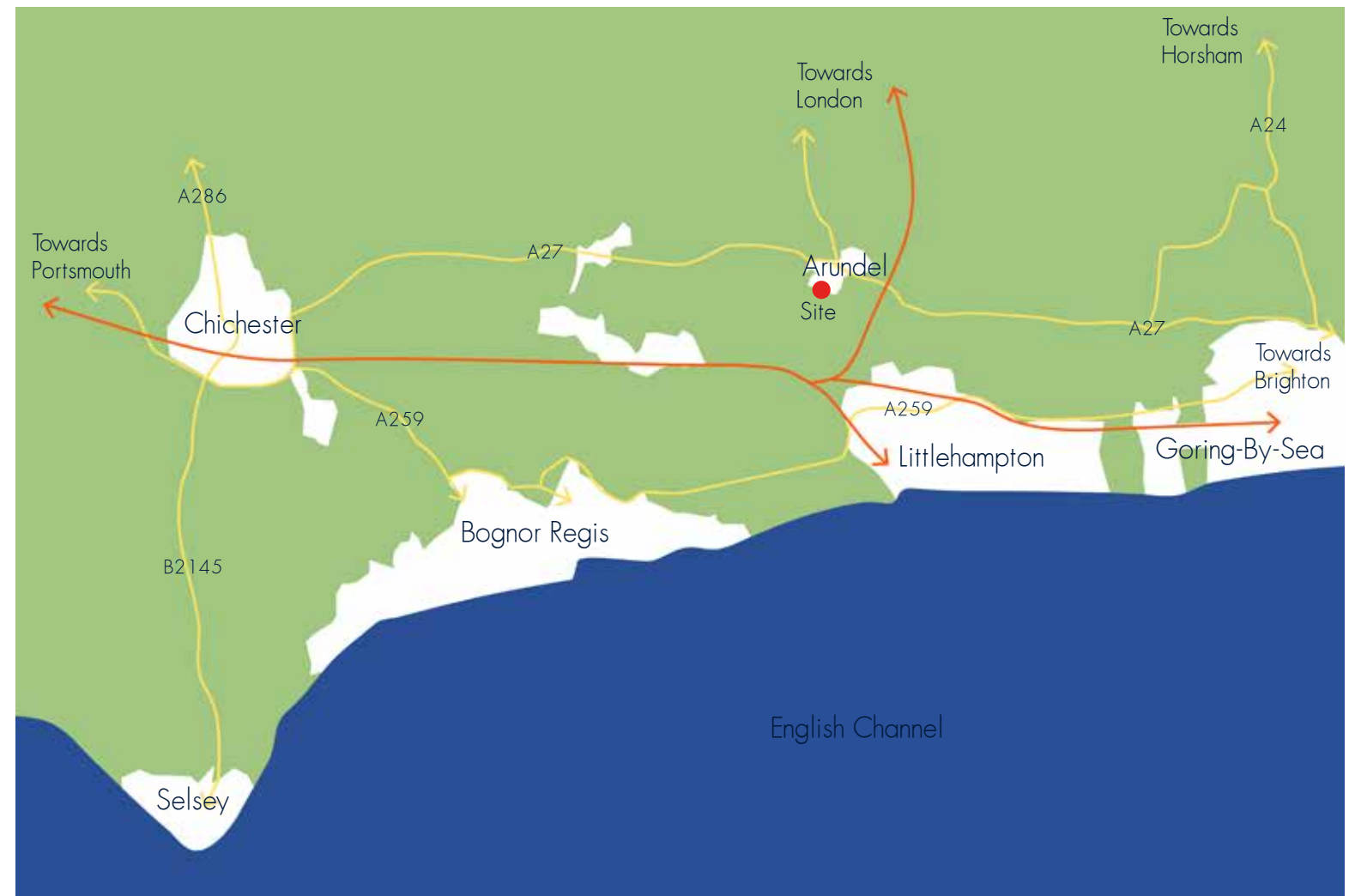
Tortington Priory Farm and Brooklands lie immediately to the south of the site. A Scheduled Ancient Monument and listed building are set within these grounds and are within visual proximity of the site boundary.

In terms of topography, the site lies at an elevation of between about 3 to 4m to 25m AOD. The western field is fairly flat but does gently slope from north to south. The middle field slopes from the north west corner to the south east corner opposite Brooklands. The field in the eastern part of the site slopes more steeply down to Ford Road from a point of 14m AOD to 5m AOD.

The western field is larger and is more open on its southern boundary but still enclosed by mature hedgerows on its western and eastern edges. The eastern field is more open due to a combination of the sloping topography and the lack of tree screening on its eastern side.

Whilst the site is located south of the settlement, it is connected via a number of residential roads and footpaths to the doctor's surgery, pharmacy and scout hall on Canada Road. In addition there are easy links to Arundel Church of England Primary School, Tortington Post Office and local stores on Jarvis Road.

Access to the site could be achieved at a number of locations including High Ridge Close, Stewards Rise, Priory Lane and Dalloway Road.



Site Location Plan



2.2 Location and Access

Bus

There is a nearby bus service known as the Arundel Community Bus which runs through the residential streets of Tortington and links the area to Arundel town centre. The number 9 bus links Andover to Littlehampton, Worthing and Shoreham by sea and runs along Canada Road.

Rail

Arundel and Ford railway stations are within cycling distance of the site.

Public Rights of Way (PRoW) and other Pedestrian Access

A number of PRoWs are situated in and around the site; these provide direct access from the edge of the town to the adjacent open countryside to the west and to the east. These link directly to the residential streets immediately to the north of the site.

2.3 Site Photographs



View 1 - View looking north along the central hedgerow



View 2 - Looking north east to the Arundel skyline



View 3 - Looking north west along Priory Lane



View 4 - View looking east across the Arun Valley



View 5 - The northern edge of the site



View 6 - Allotments in the north of the site



View 7 - View along access road into Brooklands



View 8 - Western portion of Priory Lane



View 9 - View looking west from the western field



View 10 - View looking north along Ford Road



View 11 - Existing overhead electricity power lines



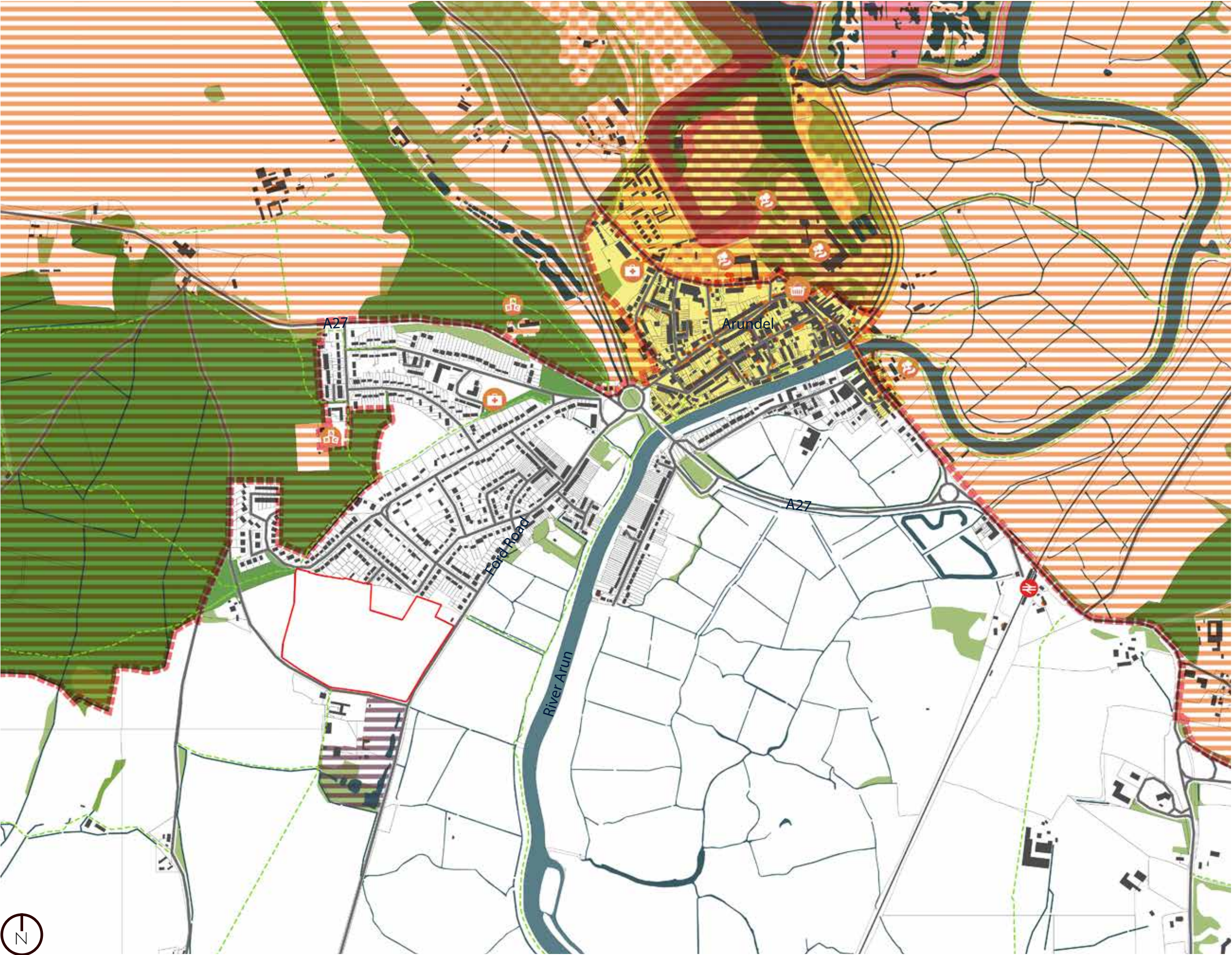
View 12 - View along Birch Close



Aerial photograph and photograph viewpoints

Site Boundary

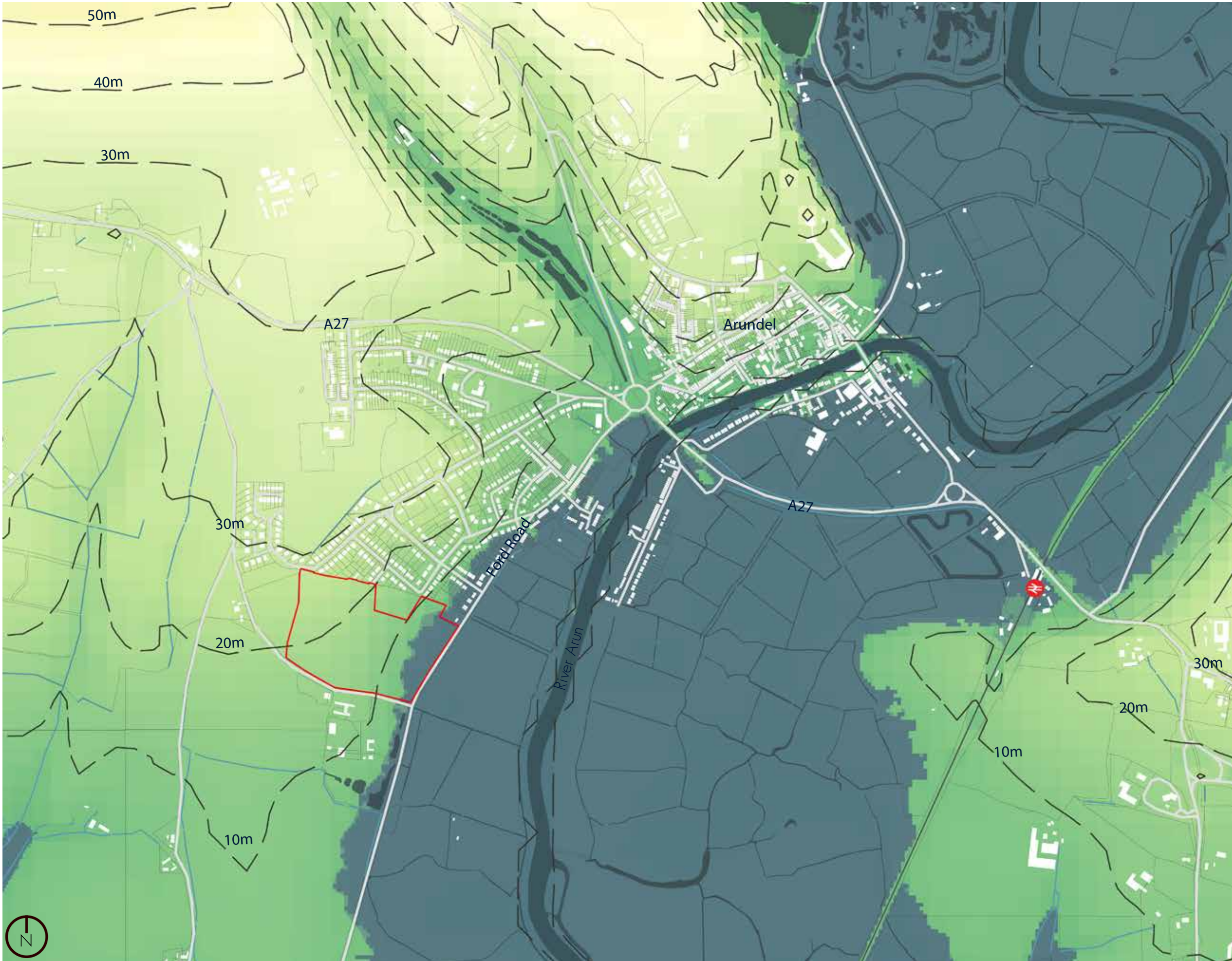
2.4 Wider Designations and Features



Key

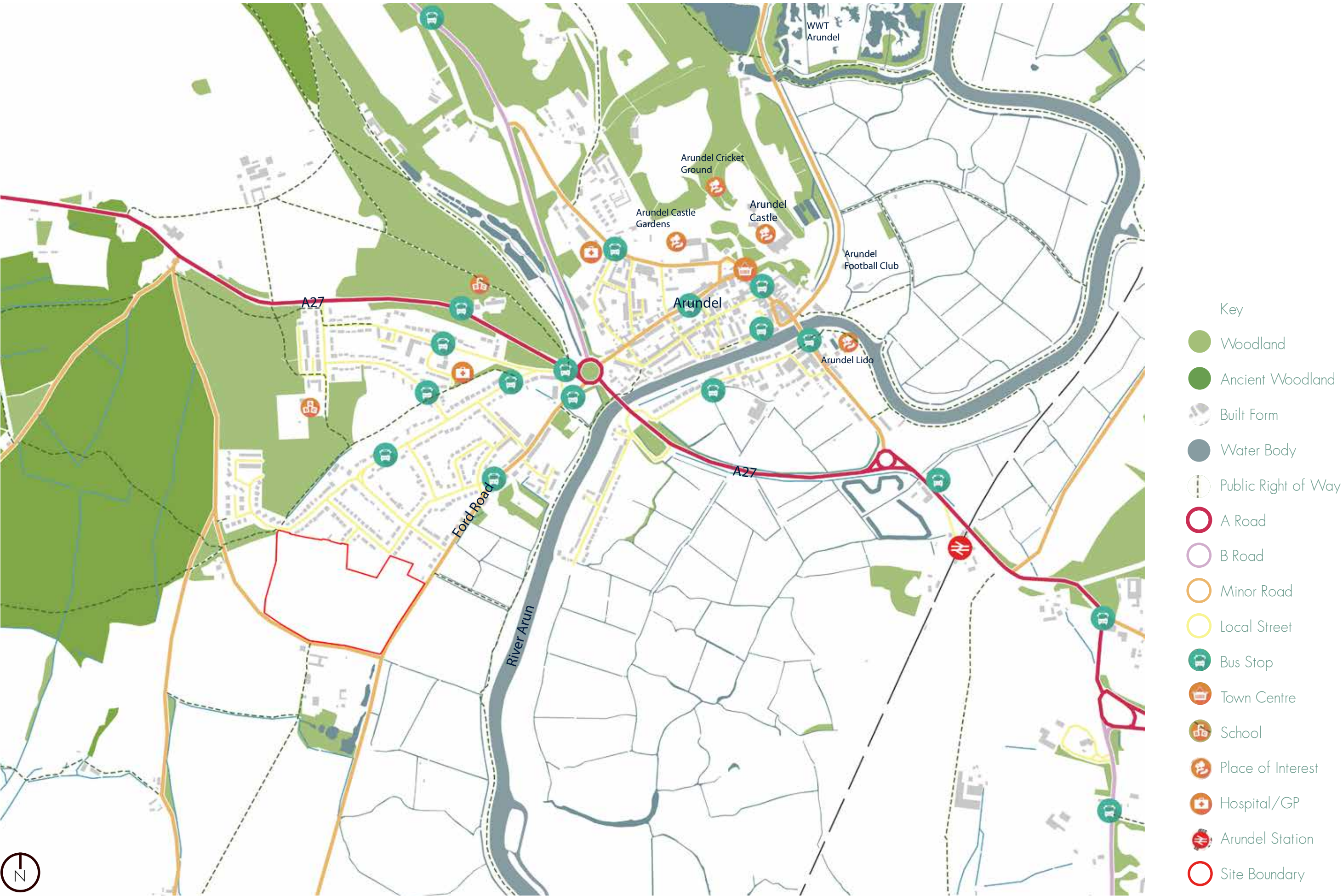
- South Downs NP (see para. 3.2)
- Woodland
- Ancient Woodland
- Built Form
- Water Body
- Conservation Area
- Listed Building
- Scheduled Monument
- SSSI
- Local Nature Reserve
- Arundel Station
- Site Boundary





- Key
- Contours 10m
 - Flood Zone 2
 - Flood Zone 3
 - Arundel Station
 - Site Boundary

2.6 Connectivity and Local Facilities





“ The site would provide amenity and other assets for the whole town, whether that be through the creation of parkland spaces, allotments, a children’s play area or other green infrastructure.



- Key
- Flood Zone 2
 - Flood Zone 3
 - Site Access
 - Through-route
 - RPZ
 - Ecological Habitat
 - Neighbouring Properties
 - Ancient Woodland + Buffer
 - Slope
 - Developable Area
 - Scheduled Monument
 - Listed Building
 - Public Right of Way
 - Connections to PROW
 - Strategic View to Castle + Cathedral
 - Opportunity for structural planting
 - Site Boundary



3. Opportunities and Constraints

The site is located outside the settlement boundary of Arundel, within the administrative boundary of Arun District Council (ADC).

A number of technical studies have been prepared to inform the masterplan and vision document.

3.1 Flood Risk and Drainage

The site is shown to be located mainly within Flood Zone 1 on the Environment Agency maps which is defined in NPPF as having a low risk of flooding and being suitable for any type of development. However, the land towards the eastern boundary is within Flood Zone 3 and an even smaller portion within Flood Zone 2.

Under the NPPF's 'flood risk vulnerability classification', all land uses are considered to be appropriate within Flood Zone 1 (Low Probability), without the need for Sequential and Exception Tests. Less vulnerable and water compatible land uses are appropriate in Flood Zone 3. More vulnerable land uses are also appropriate subject to satisfaction of the Sequential and Exception Tests. For more vulnerable land uses in Flood Zone 3, floodplain compensation might be necessary. It is therefore advised that the area of the site located within Flood Zone 3 is excluded from the developable area.

There are no issues or constraints with regards to groundwater flooding, overland flooding or flooding from artificial sources.

3.2 Landscape appraisal

The topography of the site slopes southeast from 30m AOD in the north western corner, to 3m AOD in the south eastern corner.

The topography falls towards the River Arun which lies 300m to the east of the site. Beyond the eastern boundary the area is low lying towards the river.

The site is currently used as arable/pastoral fields, which are irregularly shaped and bordered by mature trees, hedgerows and post and wire fencing.

There are no buildings currently on site.

The western extent of the northern boundary is defined by the suburban curtilage of the housing directly north and is interspersed

with a number of mature trees approximately 15m-20m in height.

The remainder of the boundary is bordered by allotment gardens, mature trees and a degraded yard area in the northeastern corner. The boundary to the allotments and yard area are defined by a post and wire fence and pockets of scrub.

The eastern boundary to the site is delineated by a 1.8m - 2m high mature hedgerow and post and rail fence which runs parallel to Ford Road.

The hedgerow is gappy in places and requires some management to improve its connectivity and condition.

The southern site boundary is bordered by Priory Lane which provides vehicular access into the site from three separate points. A small footbridge provides pedestrian access into the western section of the site, although this is not advertised as a PRow.

The eastern extent of the boundary is defined by a post and wire fence and gappy hedgerow which varies in height between approximately 1.4m - 2.5m as the lane descends to meet Ford Road.

The central section of the southern boundary has an open aspect onto the lane as it passes Brooklands, The Priory and Hangar Down House. Beyond this point and further west along the lane, the boundary is intermittent with short sections of scrub and hedgerow running along a ditch adjacent to the lane. This section of the boundary is also elevated approximately 0.5m - 1m above the level of the lane.

The western extent of the lane and southern boundary reflects a more enclosed nature in contrast to the central and eastern sections. The hedgerow along this section of the boundary is largely intact (with the exception of the footbridge) reaching a height of approximately 2m - 3m and containing a number of mature hedgerow trees including ash and oak approximately 15m high.

The north western boundary borders a swathe of ancient woodland and is further defined by a native hedgerow approximately 1.5m - 2m in height.

The three fields are separated by mature hedgerows and hedgerow

trees reaching approximately 15m - 20m in height and comprising species of ash, oak and maple. A Tree Preservation Order (TPO) covers a number of trees within the field boundary to the east. The boundary between the central and western field is also bordered by a local watercourse which runs towards Priory Lane.

3.2.1 Setting to the SDNP

The LVIA tested the potential effects of the development on the SDNP. The boundary of the SDNP to the west of the Site runs along Tortington Lane and is defined by dense mature Ancient Woodland, whilst it lies closer to the site to the north it is separated from the park by housing.

The site was tested against its contribution to the key qualities of the SDNP and its relationship in terms of cumulative experiences, connectivity and visual amenity.

The site does not contain or contribute to any of the key qualities or landscapes that are associated with the SDNP.

In terms of potential experiences of visitors to the Park, the SDNP boundary is not defined along Tortington Lane and there are no way-markers, information boards or opportunities for parking that emphasise it as a destination. Connectivity between the Park and the Site is limited to a Public Right of Way between the lane and Dalloway Road where it enters the settlement boundary. Other routes east from the Park are limited to the use of the lane to Ford Road, with again no on-going route.

Woodland and tree belts west of the site boundary truncates intervisibility between SDNP and the wider Arun valley landscape to the east or south. Views towards the Site are limited to filtered winter views from Tortington Lane and the narrow section of the PRow that leaves the Park before entering the settlement to the north of the Site. Within these views the existing settlement boundary is already a feature and in parts a notable detractor.

The assessment has concluded that the proposed development will not materially alter the visual setting or expectations of the SDNP. It does however provide an opportunity to positively contribute to additional access and GI links, in particular from the River Arun valley.

3.2.2 Key Features

Key features within the site relate to the following:

- Native boundary hedgerows
- Mature hedgerow trees (in particular those identified within the TPO)
- Adjacent ancient woodland
- Local watercourse

3.2.3 Landscape Constraints and Opportunities

In summary, the assessment has identified the following opportunities and constraints that should be carefully considered to protect the existing character of the site and the visual amenity of potential receptors.

3.2.4 Constraints

The assessment has identified the following landscape and visual constraints that have been carefully considered in the initial development framework.

Physical

- Protective buffers for key landscape features Ancient Woodland and TPO trees - 15m
- Other trees – 10m
- Hedgerows – 5m from the centre of the hedgerow
- These stand off distances will be refined through an Arboricultural Survey.
- Whilst there are power lines on site, it is considered that these could potentially be relocated and are therefore not considered a significant constraint

Policy

- Biodiversity Opportunity Area (BOA).

Visual

- Open boundary along Priory Lane - potential views from residents, road users and users of Footpath 3403.
- Retaining natural surveillance of any proposed open spaces.
- Heavily filtered views from Footpath 342 through the ancient woodland.

- Overhead electricity wires and allotments are detracting features in views.
- Upper storey views towards the western parcel from 61 and 62 Priory Lane.
- Filtered and open views from the existing settlement boundary.

Character and setting

- Wooded field boundaries and settlement boundary, important in screening views of the settlement built form.
- Arc of view across the eastern section of the eastern parcel towards the historic core of Arundel from Priory Land and Ford Road - allotments and yard currently detract from the quality of this view.
- Potential setting of the SAM to the south.
- Cumulative effect of proposed development and existing development from the Arun river corridor.
- Effects on the perceived settlement boundary and town threshold.

3.2.5 Opportunities

The strategy and objectives have derived from the identification of various technical and perceptual constraints and incorporating the opportunities identified in the assessment.

Objective 1

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

A strong framework is important for the connectivity of habitat and Green Infrastructure, 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.

This will be achieved by setting the development into the existing field patterns, retaining and protecting 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.

As part of the framework plan an initial buffer of 15m has been applied to the TPO tree belt and ancient woodland. This will be confirmed and refined through further Arboricultural Survey work. A 10m offset has been applied to the second tree belt, which also contains a



Woodland in the north of the site



Mature tree groups



Fields and woodland edges

drainage ditch, and along Priory Lane to allow for the reinstatement of significant boundary features such as hedgerows and trees, to continue the wooded character to the north of the lane.

Strengthening of the gappy and low condition eastern boundary as part of the Biodiversity Opportunity Area (BOA). The BOA and eastern parcel will afford opportunities for the reinstatement of key habitats and landscape types such as meadows, woodland and wetland features.

Objective 2

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.

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 amenity 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

Create an attractive settlement that provides benefits for both the proposed and existing residents and visitors.

The development framework will provide in excess of the 1.15ha open space required by policy. The strategy currently shows approximately 6ha of open space and Green Infrastructure.

The site does not reach the required threshold for allotments, however there is an opportunity to extend existing plots to create a community food garden/orchard to accommodate the required 1,250m² within the emerging policy.

The topography of the site is not practical for pitch sports, however, the required land budget has been retained and will form part of a recreational area to the east. 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.

Panoramic vista of Priory Farm's eastern flank



3.3 Ecology Appraisal

3.3.1 Constraints

As the features of greatest potential value for wildlife are the hedges and mature trees around the field boundaries, retaining and protecting them from the effects of development would go a long way towards avoiding adverse ecological impacts. Factors that need to be accounted for in any development design include:

Avoiding the creation of gaps in the hedges

- Where gaps are planned, for example for road or pedestrian access, site them so as they avoid the root protection zones of mature trees, but allow tree canopies to spread across the gap
- Avoid lighting of retained hedges from street lights and from houses (for example by having gables face the boundaries in preference to frontages)
- Create soft-landscaped areas in 10-15m zones along retained hedges; these should ideally be amenity spaces that can be used by both people and wildlife for the benefit of all
- Enshrine principles of good ecological management into the development design and operation, e.g. through the mechanism

of a management plan implemented by a Residents' Management Company paid for by a levy on each residence.

- Ensure that the design accommodates the long-term retention of existing and proposed trees and hedges, so that they will not conflict with resident's amenity (e.g. through shading of gardens) as they grow.

3.3.2 Opportunities

There are several opportunities to achieve the planning requirement of a net gain in biodiversity required by the National Planning Policy Framework and to meet the relevant policies in the Local Plan. These include:

- The creation of new hedges or other linear habitats (such as streams or ditches), for example on boundaries with the allotments and with Priory Lane.
- Creating additional wetland habitat, which can combine water management with wildlife enhancement, by creating some permanent water bodies particularly for reptiles and amphibians. Siting these close to boundary hedges will make them attractive as foraging habitat for birds and bats.
- Creating additional woodland and scrub habitat, particularly to mitigate the potential adverse effects of development on dormice. Creating this along the site's boundary with Tortington

Common would mitigate potential adverse effects associated with increased numbers of cats on dormice, and disturbance from recreational use.

- Creating dead wood habitat (from felled tree trunks) for stag beetles.
- Creating new bat roosting and bird nesting habitat, with boxes on retained trees, and/or built into the fabric of new buildings.
- Retaining the majority of the existing wetland habitat along Ford Road and managing it to enhance biodiversity (and mitigate any loss of this habitat).
- In addition to these measures in the red-line area, the land to the west of Ford Road presents an opportunity to restore degraded but highly valuable floodplain habitats. The ditches could be managed in the long term to reduce the dominance of tall emergent vegetation and promote the development of open water with species-rich vegetation.
- Farming practices to favour ground nesting birds, if not already adopted, could create additional breeding habitat for some rare and notable species.





Potential floodplain meadow restoration



Bat boxes on trees



Landscaping along hedges



1879



1899



1974

3.4 Heritage and Archaeology

3.4.1 Site Description

The Site is located on the north side of Priory Lane along the settlement edge of Arundel, measuring 12 ha in size. On the south side of Priory Lane, is the Scheduled Monument 'Tortington Augustinian priory and ponds, including part of priory precinct' (NHLE: 1221996), and the Grade II* Listed 'Tortington Priory Barn, to the north of Priory Farm' (NHLE: 1021459).

3.4.2 Site Archaeology

The Scheduled Monument 'Tortington Augustinian priory and ponds, including part of priory precinct' (NHLE: 1021459), contains below ground archaeological remains with great potential, including a chapel, claustral buildings and ponds. The area is also part of an Archaeological Notification Area (DesigUID: DWS8481) which extends north to include Brooklands (part of the old Priory Farm) and St Mary Magdalene's Priory Church approximately one kilometre to the south of Tortington Priory. Excavation finds here include; to the east, the remains of a causeway and a Mesolithic Tranchet Axe and to the south some Roman pottery sherds and tiles dating from the Bronze Age and Roman period, and some flint found nearby to St Mary Magdalene's Church in Tortington.

It is acknowledged that the existence of hitherto unrecorded buried archaeological remains may exist within the ANA of 'Tortington Priory and associated features' (DesigUID: DWS8481), however the site is located beyond the northern extent of the ANA and in itself is not recognised as having archaeological importance. There is no known archaeology within the 'Land at Ford Road'.

3.4.3 Setting

The Grade II* Listed 'Tortington Priory Barn, to the north of Priory Farm' (NHLE: 1021459), and the Scheduled Monument 'Tortington Augustinian priory and ponds, including part of priory precinct' (NHLE: 1221996), have associative historic links which date back to the 12th century. The asset grouping of the Grade II* listed Barn and the Scheduled Monument provides protection to the physical setting of what remains of the Priory.

To the east lining the riverside and demarking the field edges are built banks and brooks which once would have formed part of the field system of the Priory. These also contribute to the significance of the Scheduled Monument and the Grade II* listed Barn, by providing information and understanding of how the historic environment would once have looked and functioned.

3.4.4 Impact assessment of Proposed Development

Impacts to designated and non-designated heritage assets arise where changes are made to their physical environment by means of the loss and/or degradation of their physical fabric or setting, which in turn leads to a reduction in the significance of the asset. The impacts of the proposed development upon the heritage assets must be understood, and the proposed development must seek to preserve or enhance the significance of each heritage asset, in accordance with national legislation and national and local planning policy.

The proposed development scheme on 'Land at Ford Road' involves the construction of 160 - 190 dwellings with associated access off Priory Lane, south of the town of Arundel. The proposed development scheme acknowledges the historic environment in which the Site is located. The scheme design will preserve the significance of the heritage assets in the vicinity.

Field Bordering Ford Road

There will be minimal development in the field that borders Ford Road; any development that is proposed

will be in the north west of the field, and will utilise existing hedges, screening views towards the Scheduled Monument and listed building. This will maintain open views towards the town of Arundel and the Castle, and protect the setting and legibility of the Grade II* listed 'Tortington Priory Barn' (NHLE: 1021459), and Scheduled Monument 'Tortington Augustinian priory and ponds, including part of priory precinct' (NHLE: 1021459).

There will be a large buffer zone directly in front of Tortington Priory and the Scheduled Monument, which will be softened with planting, this will respect the setting. The north elevation of the Priory contains no windows or views over the proposed development site and is situated within a large area of open land which physically isolates it from the surrounding area.

Middle Field

In the middle field on the north side of Priory Lane the proposed access into the Site will be surrounded by a large buffer zone, beyond which will be a play area measuring 400 m2. This large open space in front of the Grade II* listed Barn and Priory site has been designed to respect the setting of the Scheduled Monument and Grade II* listed Barn.

The proposed development in the middle field will not affect the setting of the Scheduled Ancient Monument and the Grade II* listed Barn as it is sufficiently removed from the Heritage Assets so as not to impact on their setting.

West field along Priory Lane and impact on surrounding area

There will be informal tree planting achieved by the use of green fingers through the development. This will reduce the impact of the proposed development upon the wider setting, providing a soft buffer to Stewards Copse to the north and the wider landscape of Tortington Common to the west. Tree planting will also allow for intervisibility between the Site, the Scheduled Monument (') and the Grade II* Listed Barn to remain.

The proposed development is not considered to pose any impact upon the heritage assets within Arundel, and special regard has been given to the views that exist to the Castle from the Site which will be unaffected by the proposed development.

3.4.5 Conclusion

In the 1950's extensive development occurred to the south of the A27 on the outskirts of Arundel. This area makes up Priory Hill Road and Torton Hill Road, its north edge borders the Site. As such, 'Land at Ford Road' can because of its proximity to existing housing, be considered a natural extension to the town of Arundel.

The two proposed buffer zones within the constraints plan, and the proposed siting of the 400m2 LPA in the middle field create a large open space in front of the development, this is designed to respect and not encroach on the setting of the Scheduled Monument or the Grade II* Listed Barn.

Tree planting will provide soft edges to the proposed development, which over time will help enhance views and define the character of the site. Views to Aundel Castle from Ford Road, will remain as they are, further to this there will be no development directly adjacent to Ford Road, preserving existing views to the South Downs to the south and east.

It can be concluded in this instance that the impact of development on the 'Land at Ford Road' to the Scheduled Monument and Grade II* listed Barn is neutral and on balance that any subsequent planning application would not be overly constrained by heritage considerations.

4. Local Character Analysis

4.1 Responsive Design

4.1.1 Character by Design

The design of the new neighbourhood will reflect the elements that define the character of the town. Design approaches which could be effectively implemented at Ford Road could include:

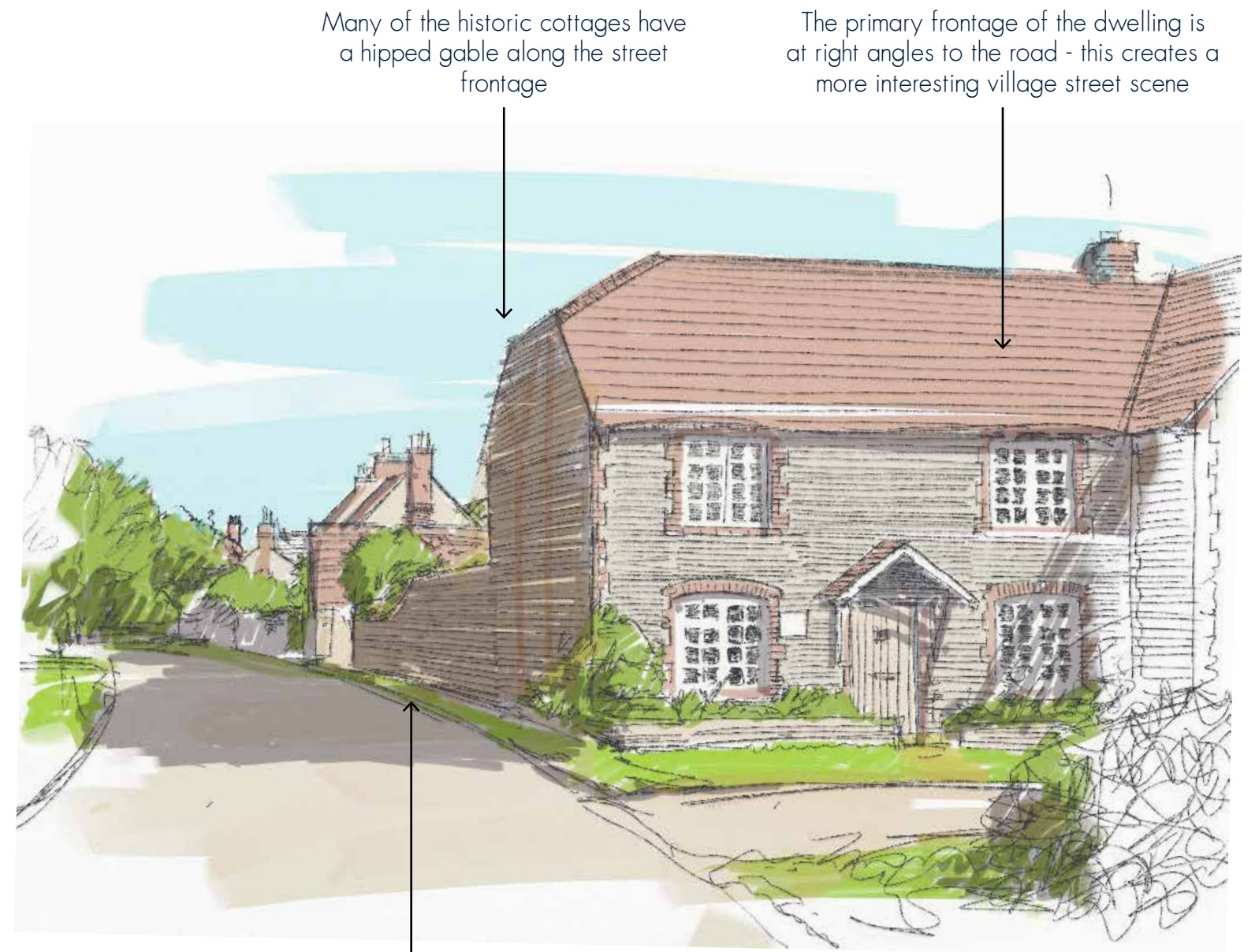
- A careful analysis of the landscape and topography, not only to minimise the wider visual impact of the scheme, but to use the landscape in a positive manner which will allow the creation of a distinctive neighbourhood
- The neighbourhood will aim to reflect the changing nature of the landscape and be defined by its openness, its enclosure by woodland, or its dramatic vistas to the wider open countryside
- A robust landscape structure would allow a vibrant new community to flourish through its immediate access to a network of parks, open spaces, tree belts and woodland, and onwards to the wider open countryside
- Supporting the landscape setting of the scheme where possible, by incorporating elements of 'gently winding formal country estate' type drives, which serve to draw residents and visitors through a traditional parkland setting

4.1.2 Locally Distinctive

The locally distinctive features of the Estate and Arundel should be reflected and woven into the fabric of the new neighbourhood, as appropriate. For example:

- Materials used for defining private and public boundaries, including parkland fencing and split chestnut post and rail as appropriate
- The public realm should reflect locally used soft and hard landscaping materials, as well as tree species and climbing plants
- Building details such as common building styles, roof and chimney design, window, wall and coping details could be incorporated
- Wall materials such as red brick, some yellow London brick, painted brick and painted render to be included in design assessment
- Feature dressing materials such as flint corbelling, with banded brickworks and weatherboarding where appropriate
- Roofing materials such as natural slate and clay tiles could be used to enhance the scheme
- Reflecting distinctive 'feature' buildings on the Estate which employ half timbering and mock Tudor styles where they achieve good design

- Suitable palette of street furniture and signage
- Commonly used colour palette for painted timber elements, painted brickwork and render



Many of the historic cottages have a hipped gable along the street frontage

The primary frontage of the dwelling is at right angles to the road - this creates a more interesting village street scene

Dwellings and outbuildings are connected by key features such as boundary walls

Typical Sussex village features



Distinctive double height bay window frontages on Maltravers Street



Cobbled Course wall



Distinctive rounded brickwork



Postbox set into a flint and brick Bungaroosh Wall



Distinctive raised pavement and bollard railings

4.2 Influencing the masterplan layout

The masterplan layout will respond to a range of existing site features, for example:

- Ensuring that high quality homes are arranged in a manner which respects existing features such as tree belts and individual mature trees
- By aligning streets to create vistas to existing mature trees or views to distant hills or other landscape elements
- By placing parks and open spaces in locations next to existing mature trees or enclosing spaces next to woodland
- Our design work would place particular emphasis on creating new places such as formal parks, pedestrian only 'walks' and high quality shared streets which would nestle next to mature woodland or hedgerows.
- It will be a neighbourhood that is clearly reflective of its locality and the distinctive natural and built elements of the Norfolk Estate will be woven into the fabric of the scheme.
- Street and block geometry which follows the contours of the site.



The enclosure created by the terraces on Bond Street ensures that this street feels like an attractive space

Field flint coursing ensures that the street is distinctively 'of Sussex'

Bond Street, Arundel



Space for incidental planting at the foot of a boundary wall



Painted render on a Georgian villa



Mock Tutor Building



Flint and brick Bungaroosh Wall
ARUN DISTRICT COUNCIL AB/135/20/OUT



Arundel High Street



4.3 Character Area Features

There are four distinct character areas within Arundel:

4.3.1 Torton Hill/Priory Road

- Predominantly two storey with some bungalows and chalet homes. Suburban
- Low-medium density (10-20dph)
- Detached and semi detached dwellings on large plots
- Varied ages and styles
- Mature trees line streets
- Schools and allotments here
- Predominantly red and brown brick with some tile hanging and weatherboarding
- Views of Arundel skyline

4.3.2 Arundel Historic Core

- Predominance of preserved historic terraces and listed buildings
- A mixture of mostly Victorian and Georgian two storey properties
- Warm brick and flint houses
- Higher density, up to 60dph
- Steep sloping terraces
- Mature vegetation creates attractive landscape

4.3.3 Arundel Town Centre

- Also a large number of listed and historic buildings
- Ground floor shops, hotels and pubs line the streets with apartments above
- A number of significant historic buildings such as the Norfolk Arms Hotel and Victoria Institute
- Larger service areas and car parking can be found to the rear of these high streets
- Brick and flint materials

4.3.4 Arundel Riverside

- Three storey town houses and boat houses overlook the riverside
- Most have gardens which front the river
- More recent developments than the older town
- Materials are more mixed with timber panels and weatherboarding
- Some more contemporary styles
- Medium density (20-40dph)



4.4 Local Density Analysis

There are a range of densities throughout Arundel. From the higher densities of the tighter 19th century urban grain around Bond Street to the much lower densities of the 20th Century housing growth to the south of the town. Average densities for a contemporary housing site are currently in the upper 30's. We would like to keep the density lower to respect the immediate context and to create a softer southern edge to the settlement.



- 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

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.

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.

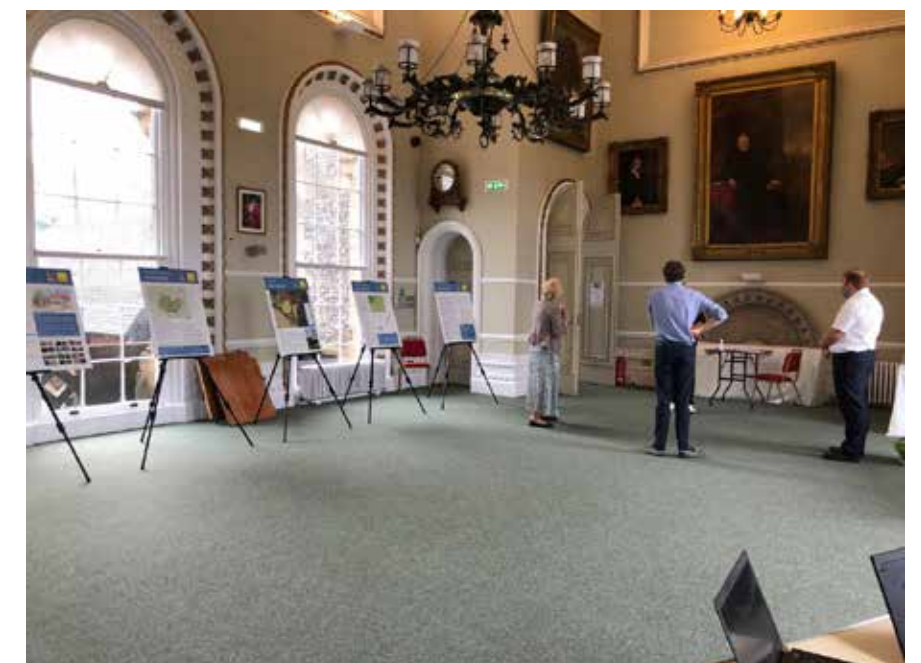
32% of all the responses to the consultation were supportive, with a further 29% of the total being supportive of the proposals whilst also providing additional comments. Therefore 61% of all consultation feedback was supportive in principle of the proposed development of the site. 39% of the total responses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

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



Public exhibition boards - September 2020

Consultation invitation- 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

1. Set out how the proposed residential development accords with the provisions of the National Design Guide or the Arun Design Guide.
2. 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.
3. 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.
4. 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'.
5. 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
6. 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.
7. 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.
8. 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
9. 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
10. 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.

11. 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.
12. 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.
13. 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.
14. 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

Open space at the heart of the scheme

Local materials would be used on the proposed buildings



Curved building at prominent junction location

Raised table shared surface at key junctions

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.

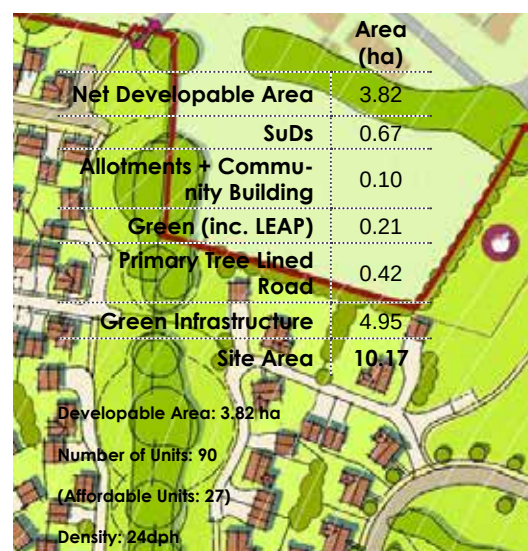
The developable area of the site is 3.82 Ha which includes all of the road and footways within the area suitable for development.

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





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 + Community Building	0.10
Green (inc. LEAP)	0.21
Primary Tree Lined Road	0.42
Green Infrastructure	4.95
Site Area	10.17

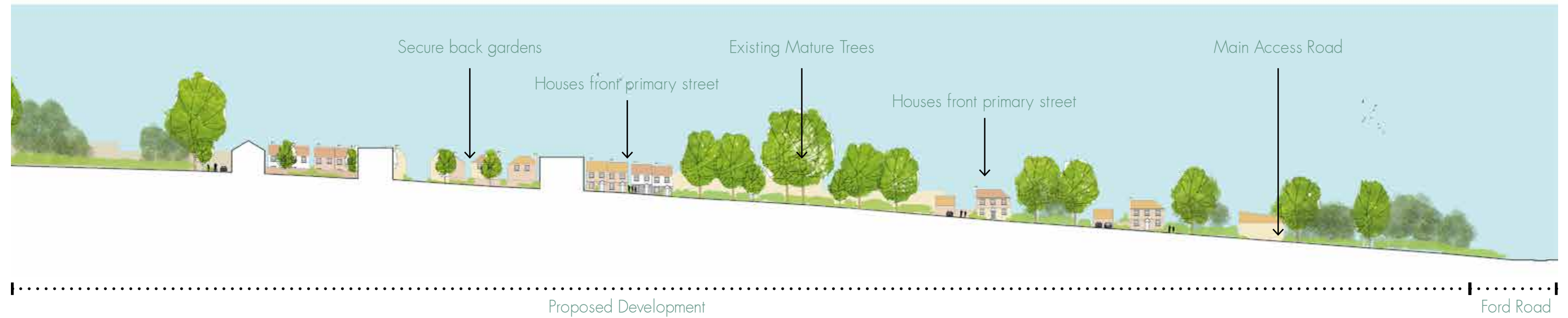
Developable Area: 3.82 ha
Number of Units: 90
(Affordable Units: 27)
Density: 24dph

- Existing Built Form
- Existing Vegetation
- Proposed Planting
- Primary Tree Lined Road
- SuDS - Sustainable Drainage System
- Allotments
- LEAP - Local Equipped Area for Play
- LAP - Local 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)
- Community Building

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:



Car free frontage overlooks green



Boundary walls enhance enclosure

Priory Parkland Edge



Detached properties overlook parkland edge



Detached properties overlook tree belt

Arun View



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.



Terraced group



Terrace housing overlooks site boundary



New village housing



Weather boarding on detached properties



Formal style landmark detached unit



Arts and Crafts style housing fronts a primay street



Estate cottage style housing group



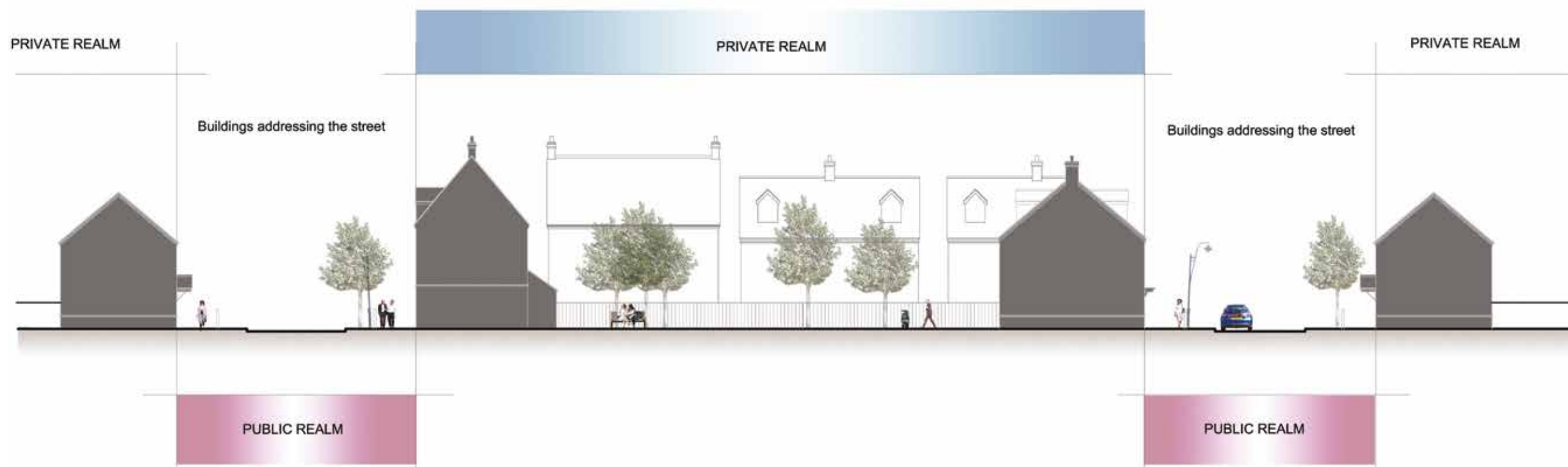
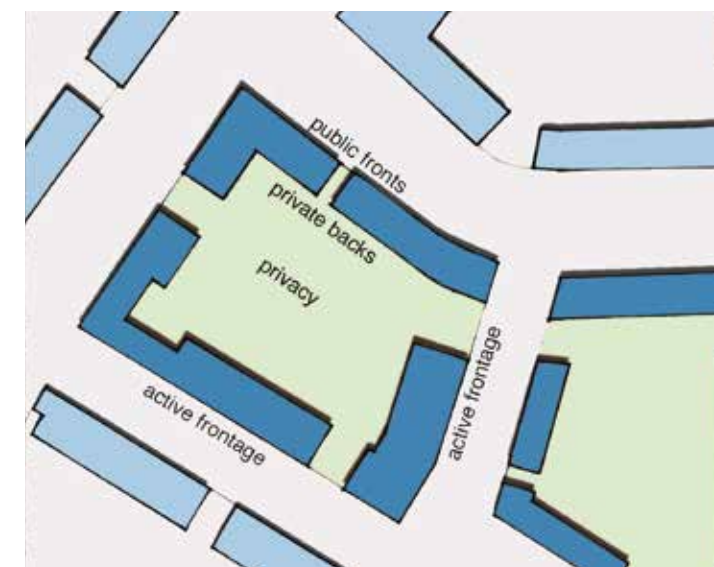
Large detached housing



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

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.



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.

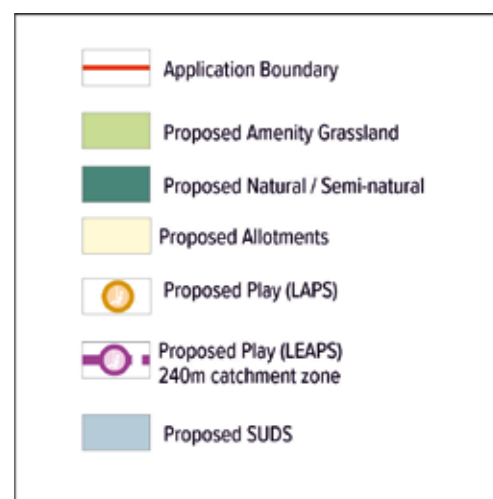
The new built development line will be designed to assimilate it into the wider perceived woodland setting to the west and north.

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.

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



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.

The open space requirements have been considered and agreed with the LPA. Policy AR2 sets out the requirement for Local Equipped Area of Play (LEAP) which has be positioned to provide catchment to the wider area as shown and will be supplemented by 2 further Local Areas of Play (LAP's) providing additional localised play for small children, one to the west and another to the east, close to the community facilities. Whilst this would provide a policy deficit in quantum of formal play provision it is considered that the landscape setting provides a wide range of opportunities for additional natural play resources and/or could form part of any future community resource whilst remaining consistent with the rural edge setting.

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.



-  Existing Trees
-  Existing Hedgerows Enhanced
-  Proposed Hedgerows
-  Proposed Trees
-  Existing and Proposed Allotments
-  Proposed SUDS
-  Proposed Amenity Grassland
-  Proposed Species Rich Grassland
-  Ongoing Habitat Links
-  Biodiversity Opportunity Area

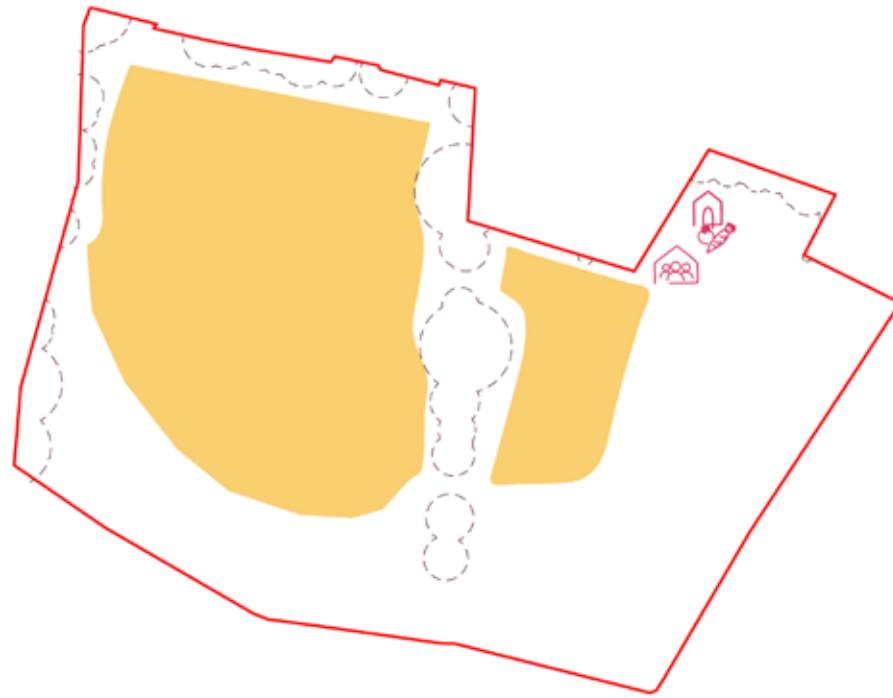
Objective 4 - Restore and enhance biodiversity within the site.

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

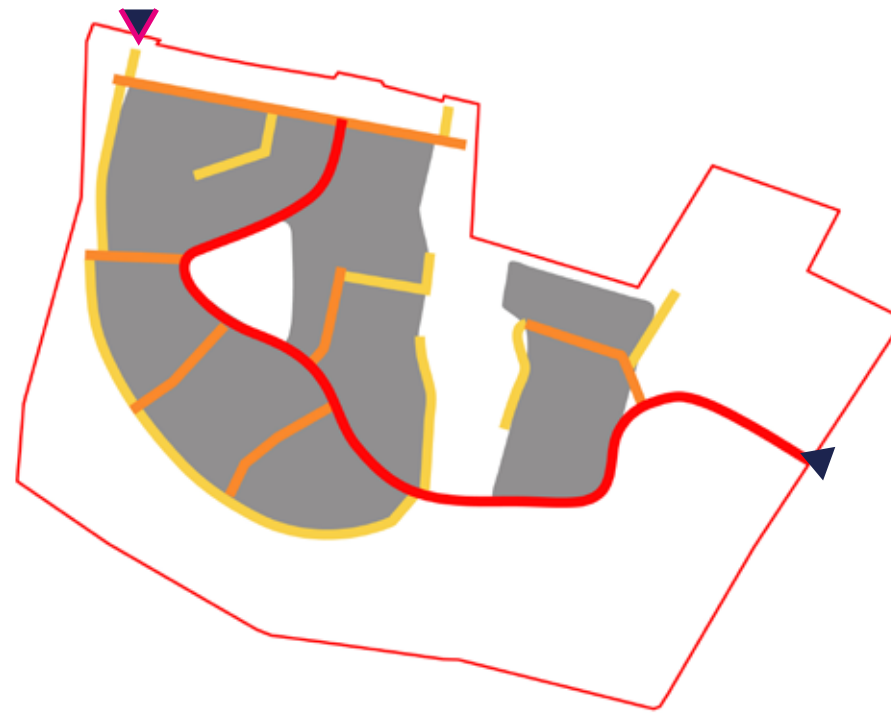
The below plans set out the fixed parameters for development:



Parameter Plan - Developable Area

Key

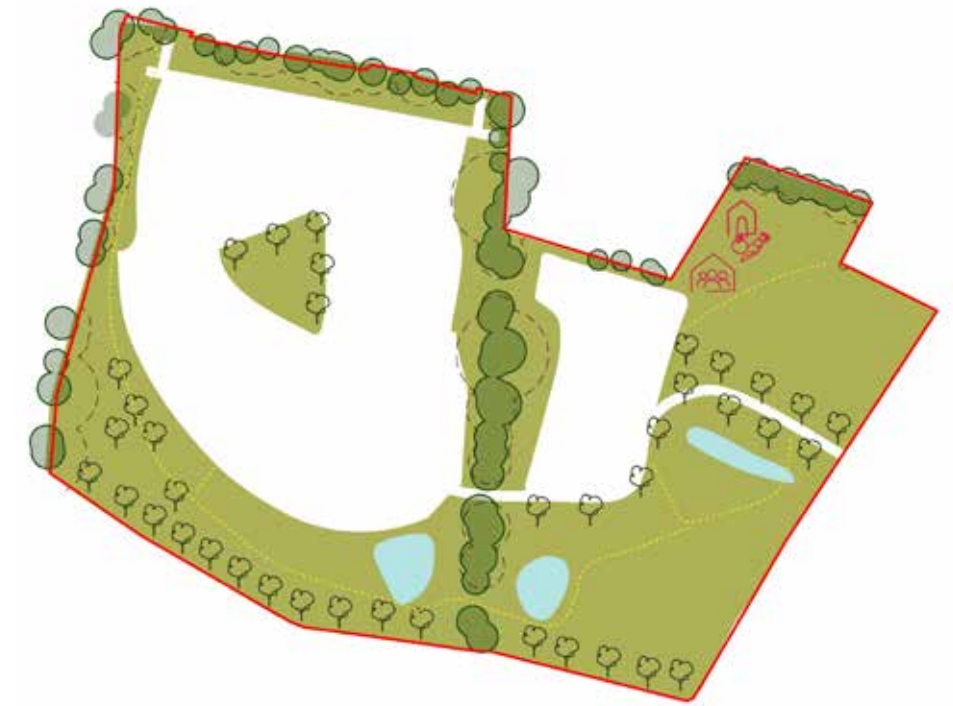
-  Developable Area - 3.82 Ha
-  Allotments + community building - 0.10 Ha
-  Root Protection Zone
-  Site Boundary



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

Generous garden space creates
low density character

Local materials would be used on
the proposed buildings

Verdant backdrop frames the new
buildings



Split chestnut post and rail
fence maintains rural character

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. 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.

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



Further work on architectural style will take place at the detailed Reserved Matters stage

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.

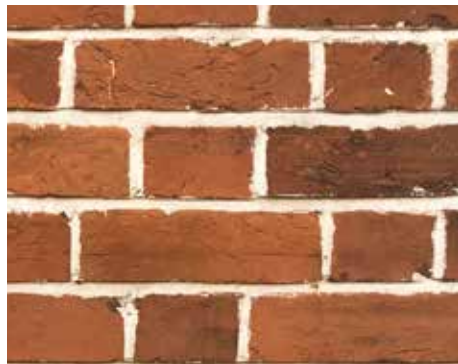
The development should avoid any 'estate' feel and be responsive to the varying characteristics of the site. In terms of style, the buildings should reflect the distinctive character of Arundel.

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.

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.

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 splays 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.



-  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)

Access Strategy Map

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:

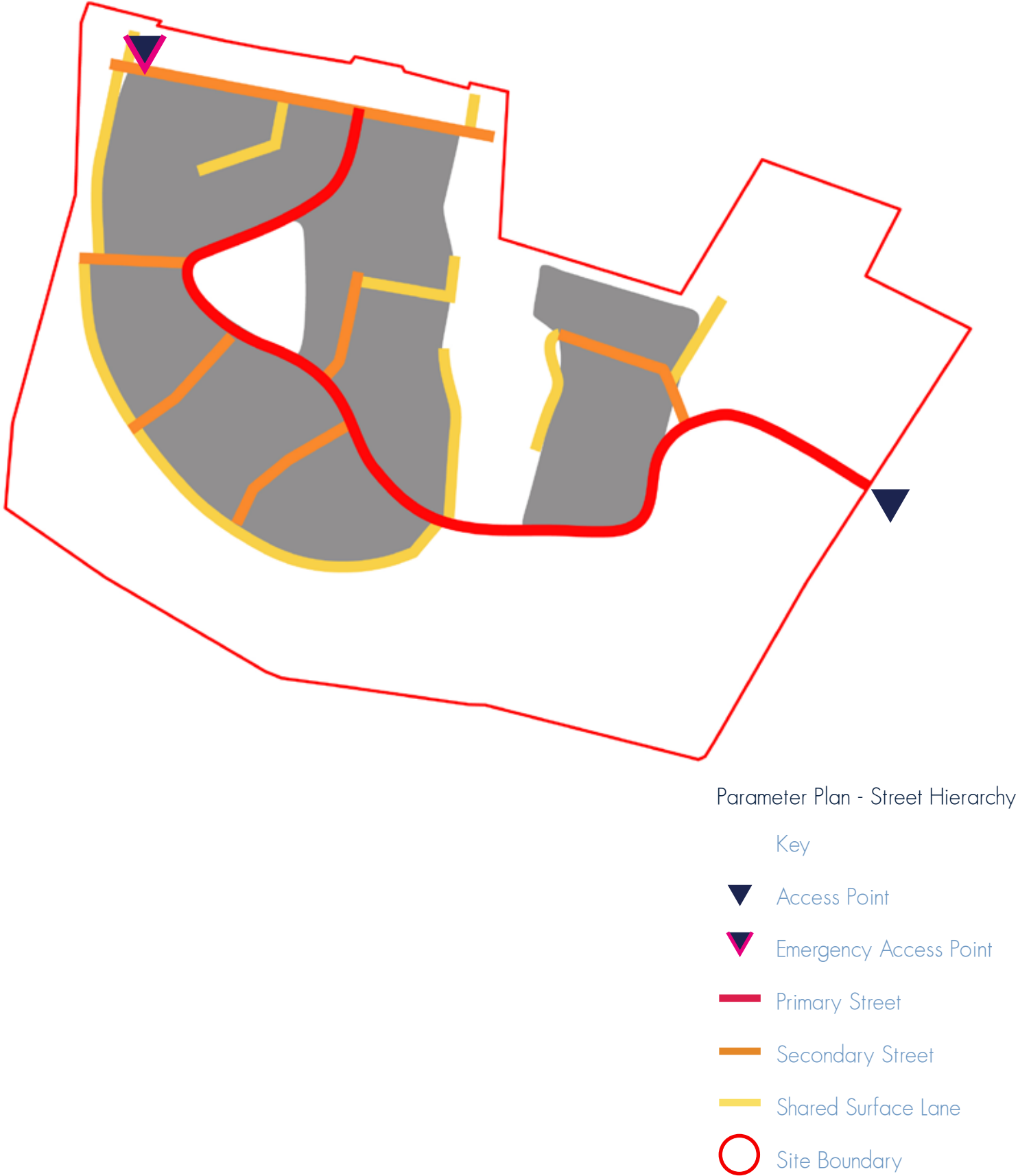
- 1. Pedestrians
- 2. Cyclists
- 3. Buses
- 4. Cars

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 Surface 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.



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 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





1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
2. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
3. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
4. ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORKS.
5. HIGHWAY BOUNDARY INTERPRETED FROM DATA PROVIDED BY SAVILLS.
6. SITE BOUNDARY FROM PLAN PROVIDED BY SAVILLS 04/03/2021.
7. LAYOUT SUBJECT TO TOPOGRAPHICAL SURVEY, HIGHWAY AUTHORITY APPROVAL, SWEEP PATH AND JUNCTION CAPACITY ANALYSIS WHERE APPROPRIATE.

- KEY:**
- INDICATIVE SITE BOUNDARY
 - HIGHWAY BOUNDARY (SEE NOTE 5)
 - VISIBILITY SPLAY
 - ACE PROPOSED
 - ACE PROPOSED FOOTWAY

VEHICLE SPECIFICATION:

Vehicle	Overall Length	Overall Width	Overall Body Height	Min Body Ground Clearance	Track Width	Lock to lock time	Kerb to Kerb Turning Radius
Fire Tender	7.334m	2.286m	3.450m	0.780m	2.550m	8.000m	8.000m

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FOR INFORMATION ONLY

PRELIMINARY

Rev	Description	Drm	Chk	App	Date
E	AMMENDED RED LINE	MRH	DV	KM	05.03.21
D	AMMENDED RED LINE	MRH	DH	KM	26.11.20
C	REMOVED TRAFFIC CALMING	MRH	DH	KM	25.10.20
B	FORD ROAD 40MPH / EMERGENCY ACCESS UPDATED	MRH	MRH	KM	08.10.20
A	VISIBILITY UPDATED: 30mph / BUS STOPS REMOVED	DV	DV	KM	08.06.20

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SSIP

Client: **NORFOLK ESTATE**

Project Title: **LAND AT TORTINGTON, ARUNDEL**

Drawing Title: **SITE ACCESS ARRANGEMENT**

A1 Scale	Date	Designed by
AS SHOWN	APRIL 2020	ADS
Drawn by	Checked by	Approved by
MRH	DH	KM
Drawing Number	173483-002	Rev
		E



ANTIQUES & MILITARIA

B ARUNDEL BUTCHERS

PEGASUS PROPERTIES

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



