



Design & Access Statement

Residential
Development
Ford Road
Arundel

Applicant:

O OAKFORD
HOMES

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1.0 INTRODUCTION

This Design and Access Statement (DAS) has been prepared on behalf of Oakford Homes Ltd and supports the full planning application for residential redevelopment of the former gas works site at Ford Road, Arundel. This document is to be read with the supporting drawings and information provided within the submission. This information includes the following:

- Armstrong Rigg : Planning Statement
- Pope Priestley Architects LLP : Architectural submission drawings
- Paul Basham Associates : Highways and Transport
- CSA Environmental : Landscape and Landscape Visual Assessment
- RSK Engineering : Flood Risk & Drainage
- RSK Engineering : Contamination/Remediation
- Barton Hylett : Arboriculture
- Bioscan (UK) Ltd : Ecology

The submission relates to the design for 38no apartments in 2 buildings at a maximum of 2-3 storeys in height with surface and undercroft parking, together with landscaping and amenity spaces. The accommodation comprises 9no 1bed units and 29no 2bed units, all self contained and accessed via stairs and lifts.

2.0 RELEVANT DESIGN POLICY/ STATEMENTS

ARUN DISTRICT COUNCIL LOCAL PLAN 2011-2031

The Arun District Council Local Plan design policies seek to create and promote a high standard of development which is distinctive, functional, has a sense of identity, is safe, accessible and sustainable. Policies D SP1 and D DM1 have been reviewed and form part of the overall contextual analysis of the site at Ford Road. As required under Policy D SP1 a thorough contextual analysis and appraisal has been undertaken and recorded within sections 3.0 The Site and 4.0 The Surrounding Area and the key issues arising from this analysis is set out in section 5.0 Constraints & Opportunities. Later sections , 6.0 Design Evolution and section 7.0 Proposed Scheme demonstrate how the design responds to the design policy and the contextual analysis with the aim to create a distinctive development which is sympathetic to the local character of the area.

ARUNDEL DESIGN STATEMENT

The Arundel Design Statement describes and documents the history of Arundel and its wealth of notable and historic buildings in addition to the Cathedral and Castle. It identifies the 500 plus buildings that lie within the compact core of the town, north of the A27, and that the majority are either listed and/or are of architectural or historic interest. The conservation area contains buildings of great variety both in terms of style and materials including architectural decoration and the document makes mention of those materials and features that are most prevalent within the town.

Understandably the Arundel Design Statement does focus upon the conservation area which extends around the town down to the A27. However the Statement also provides an insight into the later areas of growth south of the A27 and characterises some notable features within each character area including Character Area 3 Ford Rd, Kirdford Rd, Woodview which has been reviewed and included within the contextual analysis.

Key factors derived from the Design Policy/Statements most relevant to this development are:

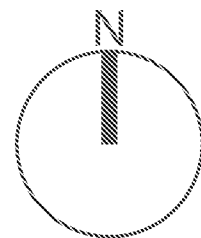
- New development must demonstrate a sense of identity through form and pattern, be locally distinctive and functional.
- Reflect the characteristics of the site and the local area and be harmonious with the surroundings.
- Development must respect the inherent character of the locality with materials / colours sympathetic to appropriate surrounding buildings.
- Clearly define public and private spaces.
- Meet sustainable objectives.
- Red brick is the most common facing material and roofs are both straight pitched and hipped.
- Windows are generally sash but casements are notable and glazing often divided up into small panes by glazing bars.
- Railings are considered an integral part of the street furniture
- Rainwater goods should be black.

3.0 THE SITE

The 0.43 hectare (1.06 acre) site comprises a redundant former gas works, currently overgrown, located adjacent to some existing residential properties, fronting onto Ford Road immediately to the south of the A27 roundabout junction for Arundel. The land has been previously excavated/levelled in conjunction with its former use and there is an embankment of variable height along the Ford Road frontage with a gentle slope toward the rear of the site down to the River Arun. A public footpath runs along the northern boundary connecting Ford Road to a riverbank path leading into Arundel town centre to the north and other existing residential areas to the south.

To the north is a large area of open land with a mature treescape and understorey planting to the majority of its perimeter which forms a dense screen between the site and the main settlement of Arundel. Immediately opposite the site is Arundel Cemetery with its more ornamental tree and shrub planting and a low wall/hedged boundary with Ford Road. To the south the existing suburban development comprises 2 storey Victorian terraced properties extending in a strong line along Ford Road all with long rear gardens extending almost the full depth of the site.

The site itself appears well planted however the arboricultural and ecological reports note that it largely comprises low quality self sown trees and shrubs with little or no ecological value. However, there are higher quality trees off site but in close proximity to the land.



4.0 THE SURROUNDING AREA

The approach to the site along Ford Road from the A27 roundabout is a mix of existing buildings and mature treescape with the immediate view dominated by a large scale 2/3 storey apartment building and a smaller, picturesque 'tudor' style lodge building at the entrance to the cemetery. Views of the site at this point are screened by the mature vegetation on the east side of Ford Road. This distinct landscape feature of mature trees surrounding open, grassed land extends eastward to the river as well as north and south along the river banks. On the opposite bank of the river a line of older terraced properties along Fitzalan Road, encloses the site and the adjacent grassed land joining the main settlement at the A27 river crossing.



View southwards along Ford Road



View from Arundel Cemetery

View from the open space to the North



The wider area to the west comprises a variety of residential roads and open spaces mainly developed post war at a time of expansion for Arundel. Much of the housing in this wider area is of a variety of styles and materials where small scale infilling has occurred in various parts. Repetitive ribbon style terraced development (circa 1950/1960) is evident in the higher parts of the area along Canada Road/Pearson Road whilst larger, more individual, detached properties with a distinct Arts & Crafts style occupy the middle ground along Torton Hill Road. Residential roads off Torton Hill Road, leading down to Ford Road, have a definite suburban character comprising detached and semi detached houses in a mix of styles and materials.



Pre & Post war suburban housing in Woodview, Howard Road & Priory Road

1950's/60's expansion in Canada Road & Pearson Road



Arts and Crafts styles in Torton hill road



4.0 THE SURROUNDING AREA

The residential areas closest to the site have a more defined, uniform character not only along Ford Road itself but also the streets immediately to the east in Kirdford Road and Woodview. Principally early 20th century these houses are long terraces in a Victorian style, mainly 2 storey but with many having accommodation within the roof defined by the introduction of rooflights and dormer roofs. These terraces create a strong line of buildings, close to the highway, with small front gardens defined by a variety of enclosures including low walls, hedging and palisade fencing/railings. The buildings demonstrate a unified appearance with a consistent use of red facing brick for walls under a large scale plain tiled roof. These large roofs generally terminate with hips at the end of terraces with occasional straight gables punctuating the streetscene. Fenestration has a consistent style and pattern with the front facades articulated by the introduction of bay windows with tiled roofs extended over front doors often with delicate timber support posts. In a number of instances the large scale pitched roofs contain dormer windows with both hipped and straight gabled pitched roofs. The roofscape is further articulated with large decorative brick chimneys



5.0 CONSTRAINTS & OPPORTUNITIES

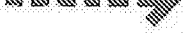
From the contextual analysis of the site, the immediate and wider areas around the site, and the informed analysis of other consultants and their disciplines the constraints and opportunities have been compiled. These are illustrated on the plan on the next page and the key points influencing the proposal are:

- The proposed development should respond to the scale, form and character of the buildings within the immediate area close to the site.
- Materials and colours should reflect and be sympathetic to the appropriate surrounding buildings.
- Some existing properties along Ford Road create a positive, active frontage onto the cemetery (Part of the Green Infrastructure Network identified in the Neighbourhood Plan) and the opportunity exists to reinforce this principle across the front of the former gas works site.
- Important views and vistas into and out of the site, including along Ford Road and the river bank should be respected.
- It is important that the proposal respects the urban context along Ford Road as well as the more rural character along the river.
- An opportunity exists to create a new 'edge' to this part of the 'Built up Area Boundary' as defined in the Neighbourhood Plan.
- The site is situated in a sustainable location with good links to existing pedestrian routes leading to the town and local area.
- The existing public footpath from Ford Road to the river is largely obscured from public view. The opportunity exists to create a positive, active frontage along part of the path improving the natural surveillance as well as over the adjacent land identified in the Neighbourhood Plan as part of the Green Infrastructure Network.
- The existing vehicle/pedestrian access off Ford Road lies close to the site and an opportunity arises for this to be improved to provide a safe vehicle access to the site with junction radii and visibility splays to WSCC standards.
- The opportunity exists to widen the existing footpath along the Ford Road frontage to improve pedestrian safety for the wider area as well as prospective occupiers.
- Potential development must be in an appropriate form to respond to the constraints imposed by the flood issues including access as well as the protection of properties.
- The arboricultural impact assessment concludes that whilst the site itself contains no significant trees there are a number adjacent to the boundaries which should be respected. In particular the group of sycamore providing a screen along the north boundary and a large oak in the south east corner.
- The Landscape Visual Assessment undertaken by CSA Environmental concludes that views of the site are generally limited to the near distance making the immediate context most relevant to the design concept. It notes that the site is well screened from the north and is generally seen alongside views of the Ford Road Victorian terraced properties.
- The Ecological Assessment by BioScan reports that there are no notable or protected species, habitats or flora on the immediate site nor are those species, habitats or flora found particularly rare. It concludes that the ecological issues do not impact or constrain development of the site in any way.

5.0 CONSTRAINTS & OPPORTUNITIES



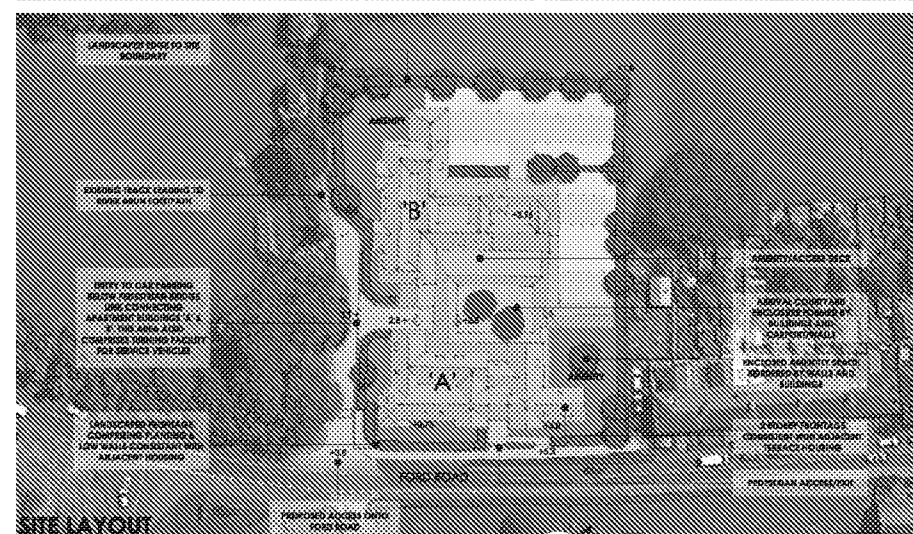
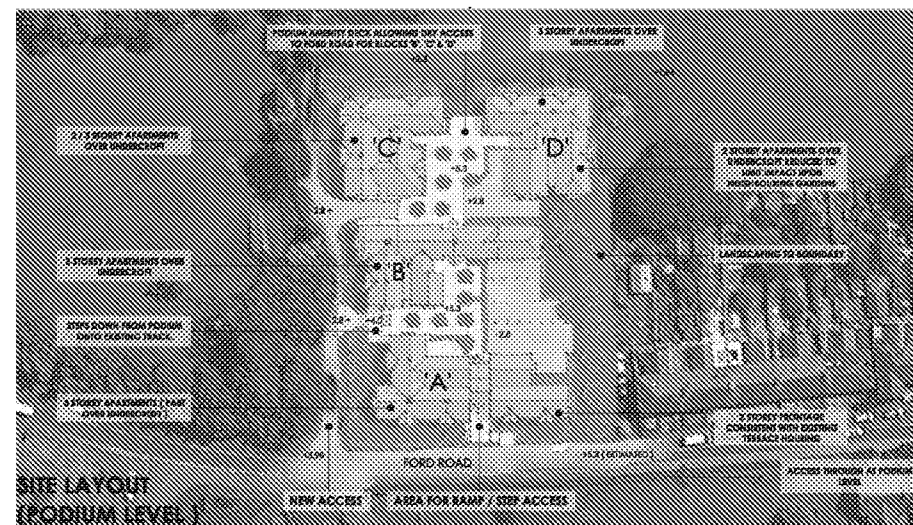
KEY

-  ARUNDEL CONSERVATION AREA BOUNDARY
-  BUILT UP AREA BOUNDARY AS NOTED IN NEIGHBOURHOOD PLAN
-  SOUTH DOWNS NATIONAL PARK BOUNDARY
-  EXISTING PUBLIC RIGHTS OF WAY
-  FOOTPATH ACROSS THE FRONT OF THE SITE
-  LOCATION OF EXISTING ACCESS WITH THE POTENTIAL TO UPGRADE FOR ACCESS TO THE DEVELOPMENT
-  BUS STOP
-  IMMEDIATE VIEWS VISUALLY CONNECTING THE SITE TO THE URBAN EDGE OF FORD ROAD AND THE VICTORIAN TERRACES
-  FILTERED VIEWS OF THE SITE FROM THE RIVER BANK AND OPEN GREEN AREAS
-  GREEN INFRASTRUCTURE NETWORK AS DESCRIBED IN THE ARUNDEL NEIGHBOURHOOD PLAN
-  AREAS OF MATURE TREESCAPE & PLANTING SURROUNDING THE SITE
-  VICTORIAN TERRACED PROPERTIES WITH A STRONG URBAN FORM ADJACENT TO THE SITE
-  SITE FRONTAGE TO RESPECT THE URBAN CONTEXT OF THE IMMEDIATE AREA
-  SITE BOUNDARIES BORDERING ONTO OPEN LANDSCAPE WITH A MORE RURAL CHARACTER WITH AN OPPORTUNITY TO INTRODUCE AN ACTIVE FRONTAGE
-  SUN PATH

6.0 DESIGN EVOLUTION

Concept Proposal

Taking into account the nature of the site, the form and character of the immediate area and the constraints & opportunities identified in Section 4.0 a series of options were prepared as shown below.

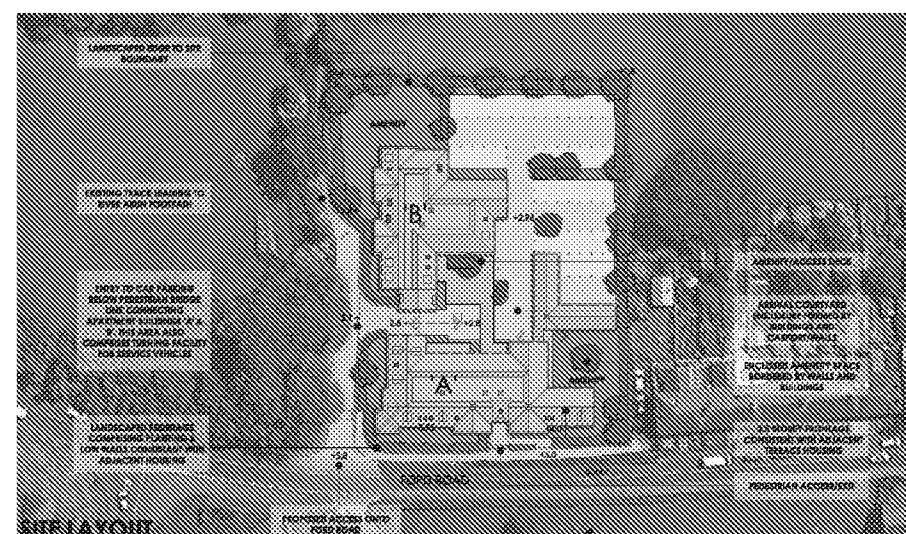


All of the initial studies created a strong, active frontage and building line onto Ford Road and the public footpath with vehicles entering the site at an improved access in the north east corner. The initial concepts proposed 4 apartment blocks and provided 55-60 dwellings. The blocks were all linked by a podium deck allowing pedestrian access above the flood level with car parking below the buildings in areas susceptible to flooding. Detail consideration concluded that; development in depth to this extent was detrimental to the amenity of the adjacent properties in Ford Road; the development was too extensive in

terms of built footprint and; deficient in parking (1 space per unit), despite the sustainable location of the site. A further development of those concepts suggested a linked development of 43 apartments with increased parking. This proposal moved buildings further from the rear boundary but was deemed to remain detrimental to the amenity of adjacent properties.

**Pre-application Proposals – Initial Submission –
March 2017**

Review of the previous concepts together with more detailed information from other consultants led to the preparation of a further proposal for 38 no. units, submitted for pre-application advice. This proposal is shown below.



The council's response to the architectural design included the following:

- The principle of development is considered to be acceptable.
- The proposal is sustainable in terms of location and the proposed type of residential.

- The general form of the layout is consistent and appropriate to the context of the adjacent properties and of an appropriate scale.
- The proposal is acceptable in terms of impact on the amenity of adjacent properties and there would be no materially adverse overlooking or overbearing impact.
- The proposal accords with the emerging external space standards policy DDM3.

Community consultation

The Statement of Community involvement prepared by Armstrong Rigg refers to the public consultation exercise including the public exhibition. Key design comments to be addressed from those consultations are:

- The need to consider high standards in terms of design, materials and sustainability
- The need to consider enhanced pedestrian access along and across Ford Road and towards the network footpath.

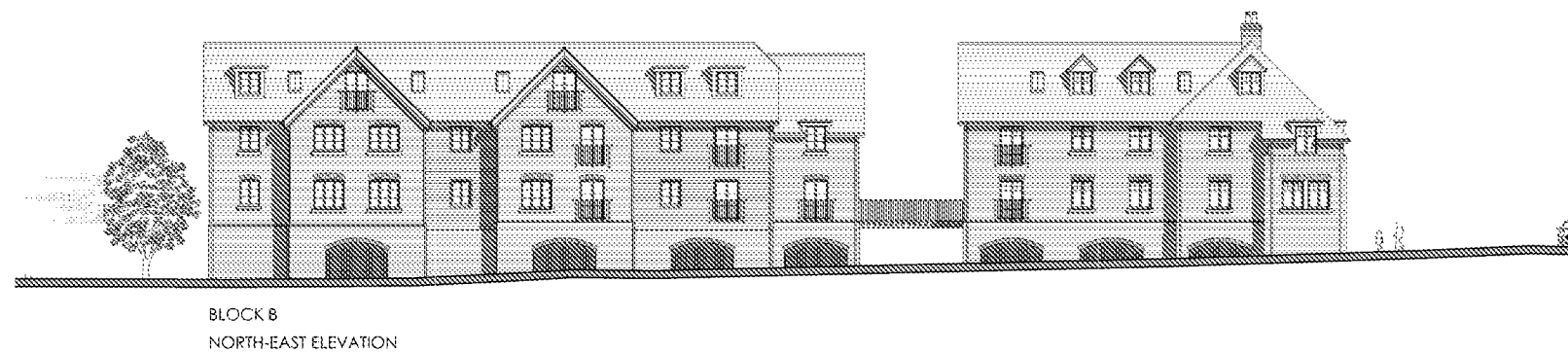
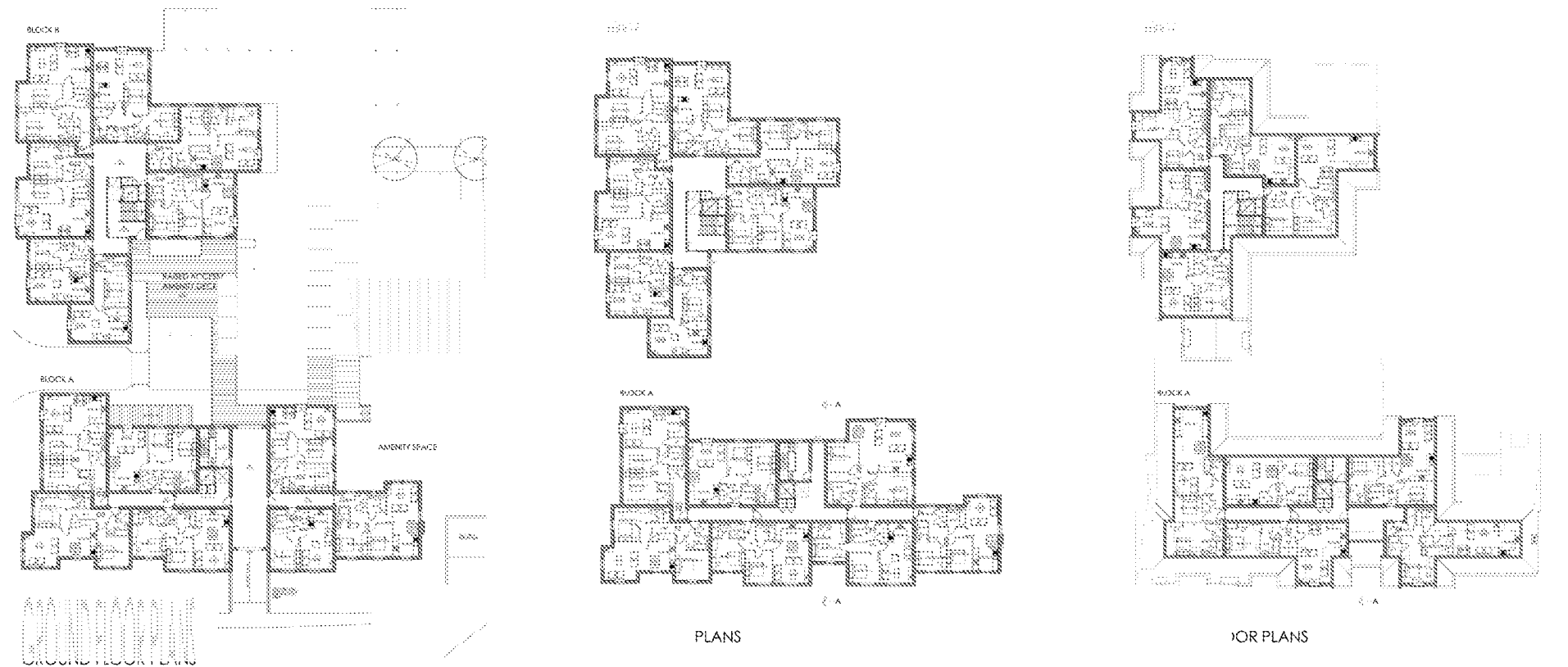
All of the design issues arising from the pre-application process and the community consultations are addressed in the following section 7.0.

6.0 DESIGN EVOLUTION

A further pre-application enquiry was submitted in October 2018 and a written response received followed by a meeting held with the case officer on the 19th March 2019. Developed design proposals were tabled at the above meeting which are shown oposite.

The following architectural design matters were discussed and noted:

- The general form, scale and mass of the proposal is acceptable.
- The north east corner of the front elevation has been redesigned to reflect the fall in levels along Ford Road and to create an appropriate corner feature at this point.
- The southern end of the front elevation now has a hipped roof to reflect the roof forms within the immediate area.
- The dormer roofs shall have tiled pitched roofs to better reflect those found on the adjacent terraced properties or the rooflights shown on the front elevation should ideally be pitched roof dormers where possible.
- It was preferred that brick or stone lintol details be incorporated at the heads of windows and that decorative roof ridges be incorporated onto the front block.
- The decorative brickwork detailing included on the initial street elevation to be re-introduced.
- The inclusion of public art is to be considered in the form of sculpted features within boundary railings.
- Balconies should be incorporated onto apartments facing north toward the A27 and the east elevation facing toward the river.
- Maximising undercroft parking, wherever practical, would be welcomed in order to maximise the external amenity areas.
- The addition of a pitched roof car port over part of the surface parking and the introduction of a landscape screen along the southern boundary were welcomed in order to minimise the impact on to no1 Ford Road.
- The windows to accommodation in the southern end of the front block facing onto the adjacent property were to be removed.



7.0 PROPOSED SCHEME

Layout

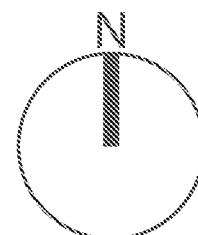
The design proposals for the general form of the building and the site layout are shown opposite and have been informed by a detail analysis of the site and the context of the immediate area. The development layout along Ford Road follows the linear form of the adjacent Victorian terraces and is set back into the site an equivalent distance. The frontage is defined by the building line and also by the introduction of railings and managed hedging. This approach complements the hedged frontage along the cemetery boundary directly opposite the site and offers improved natural surveillance of that area of open space designated as a part of the Green Infrastructure Network within the Neighbourhood Plan. The introduction of a positive line of development also offers improvements to the public realm along this part of Ford Road including the widening of the existing footpath across the site to 2m. The line of the building frontage is articulated by the introduction of small scale bays and larger gable features which reinforces its relationship to the Victorian terraces. At the mid-point of the frontage a principal pedestrian access has been incorporated providing access to the apartment building at the rear via a raised deck. By so doing access is achieved at a level above the relevant flood level for access and egress in emergency situations. This entrance feature adds further articulation to the front elevation.

At the junction of the upgraded access onto Ford Road the proposed building footprint turns through 90 degrees and continues along the line of the public footpath with an active facade encouraging natural surveillance over the adjacent open land as well as an improvement to the public realm along this well used path. The built form continues along this boundary up to the point of access and where space is allowed for turning larger service vehicles. The built form of the apartment building to the rear continues to conform to the principle of creating an active facade along the public footpath and does, itself, turn into the site to maintain an active frontage over the open grassed fields to the east toward the river. The discrete vehicle entrance is located close to the refuse rooms and cycle stores allowing easy convenient access for occupiers and service vehicles.

The L-shaped form created by the 2 buildings ensure that the buildings are the focus of views into the site from the surrounding public realm with car parking discretely located to the rear as well as below the buildings where feasible to do so.

The continuation of the built form along the boundary to the public footpath coincides with the Built up Area Boundary referred to in the Neighbourhood Plan where it is appropriate to create a positive 'edge' to this policy boundary. The L-shaped form of the plan ensures that the new buildings are located in such a manner so as not to impact upon the rear gardens or built form of

the adjacent properties and to ensure no overshadowing occurs. The location of the built form, separation distances to existing buildings, heights and depths of new buildings have been carefully considered to ensure the proposal is distinctive yet reflects the characteristics found in the local area and integrates appropriately and is harmonious with the surroundings.



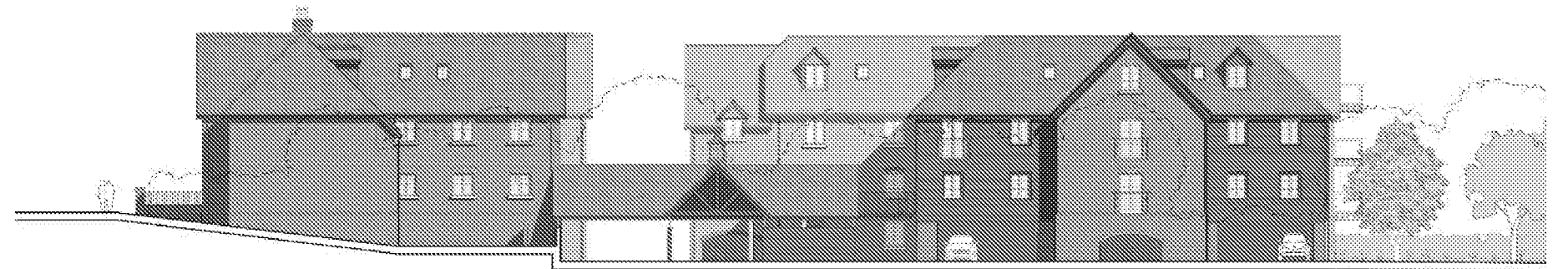
7.0 PROPOSED SCHEME

Appearance

The design proposals for the appearance of the buildings have been informed by the detail analysis of the site, the surrounding area, local design features and the general character of the town as described in the Arundel Design Statement. It has also been informed by comments raised in the pre-application process and comments made at the community presentation exhibition.

The design of the proposed buildings along the Ford Road frontage takes reference from the general form and character of the adjacent Victorian terraced properties in the immediate area closest to the site. The proposal is limited to a 2 storey aesthetic with dormer roofs and occasional rooflights serving an additional 'attic' floor set within a steep, plain tiled roof. End gables are hipped, a common feature found in the adjacent terraces, with feature straight gables introduced to frame the main pedestrian entrance way on the front elevation. Smaller scale bays have also been introduced to add further articulation. Eaves and ridge heights are deliberately consistent with those on the adjacent terraces as is the general rhythm, scale and pattern of the fenestration. The roofs to this front building are further enhanced by the introduction of decorative chimneys, a common feature in the area, as well as decorative ridge tiles. As the building turns the corner to run along the public footpath the eaves level is lowered to coincide with the reduction of the natural ground level and feature dormer windows are included at this lower level to highlight the corner.

The space created along the public footpath elevation provides an opportunity to visually 'break' the overall built form of the development into 2 distinct but cohesive parts. This separation also allows a subtle change to be introduced into the elevations including a variation to the style of the fenestration and the introduction of an element of dark grey horizontal weatherboarding which is a natural feature of buildings within the wider area and parts of the town. By separating the overall scheme into 2 parts reduces the overall impact of the scale of the development and allows the design of the block to the rear to move away from the 'Victorian street' to a more 'rural' character. Other cohesive elements include the use of straight gables as features within the main facades, hipped roofs and the pitched roof dormer windows set within the 'attic' roof. The principal material used in the facades of both buildings is a red sand-faced multi facing brick under a brown plain clay tiled roof, all of which ensures that there is consistency in the design concept.



7.0 PROPOSED SCHEME

Appearance

The Environment Agency requirements for flood plain compensation require a minimum level to be set at which residential accommodation can occur and that parts of the undercroft area contribute to the flood mitigation. The naturally higher ground levels at the front of the site allows the building to sit at a level that is consistent with other parts of Ford Road, maintaining a design continuity with the adjacent Victorian terraced properties. To the rear of the site the habitable floor level is raised above the existing site level which allows parts of the undercroft to be used not only for flood compensation but also to accommodate areas of parking and ancillary service areas such as cycle stores and refuse rooms. By so doing the impact of car parking is reduced and the design avoids any 'ad hoc' buildings for those ancillary services. The design of the facades incorporates the requirement for flood compensation by the introduction of decorative, arched brick openings within the facade with access to these areas denied by the use of decorative, sculpted railings. Whilst introduced for practical reasons these features add a measure of variety and articulation to the elevations of the rear building, again introducing a subtle variation around the building envelope.

The main facade is clad in a 'local' red sand-faced multi facing brick enhanced by brick detailing at plinth level and with diaper patterning within gables along the Ford Road frontage which is a detail found in the local area. Window and door heads are highlighted with the introduction of brick arches using a complimentary plain red sand-faced brick and by the use of stone sills. In a similar manner the arched heads to the openings into the undercroft areas are highlighted by the use of a plain red sand-faced brick. The design consistency has been followed through in the roof by the use of a common material, namely a brown clay plain tile with matching colour hip and ridge tiles. The overall scale and form of the roof is varied with the introduction of straight gables, hipped ends, dormer roofs and decorative chimneys. Decorative ridge tiles have been used for the building along the Ford Road frontage to reinforce the association with the Victorian style and also offer a further subtle variation between the 2 distinct buildings on the site.

Other ancillary building elements include the use of black fascia/soffit which is common within the area on older style buildings in association with simple half round black gutters and circular section downpipes. Frames to fenestration are to be light grey in colour which is also a common sight in the area and this will provide a subtle contrast when used in conjunction with the dark grey cladding as well as the red sand-faced brickwork.



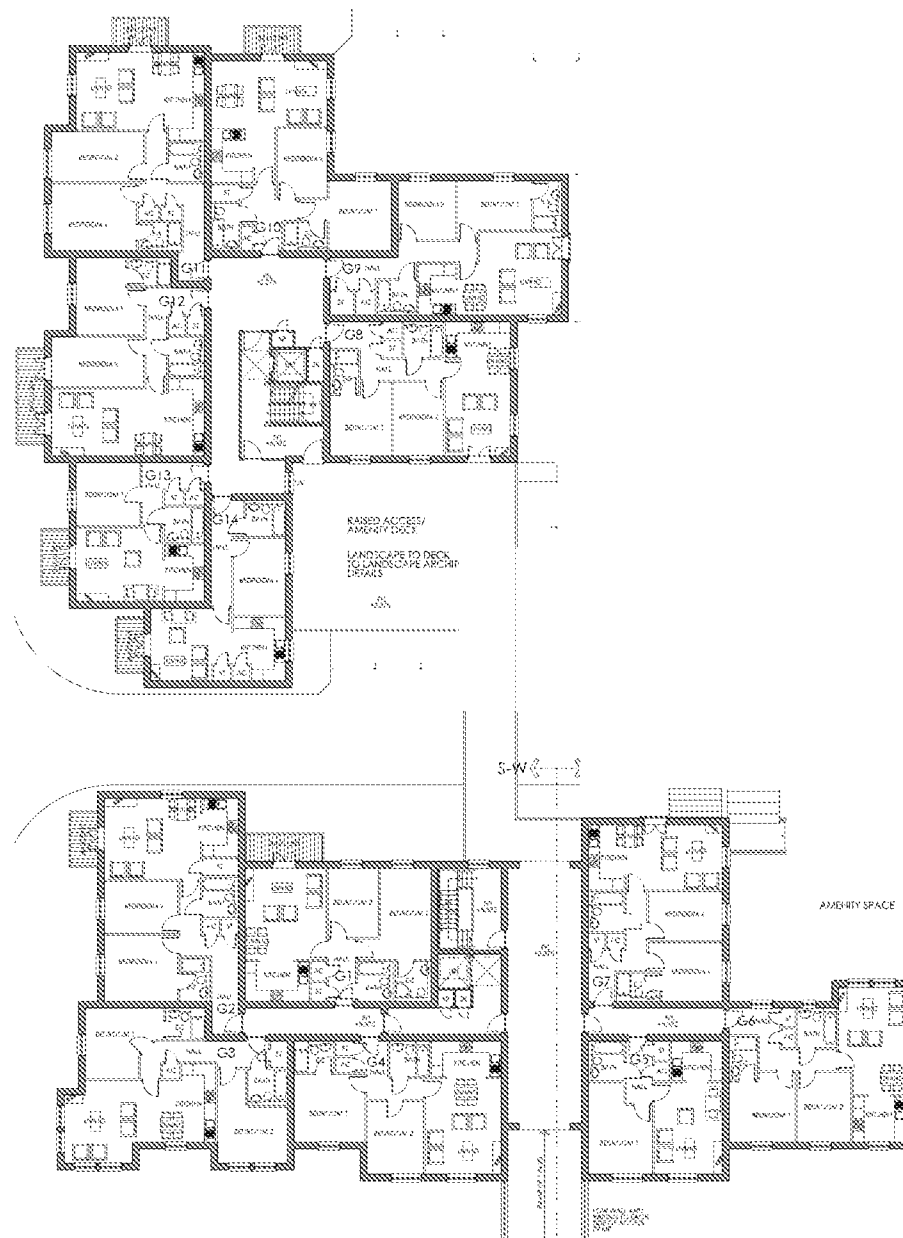
7.0 PROPOSED SCHEME

Floor Plans

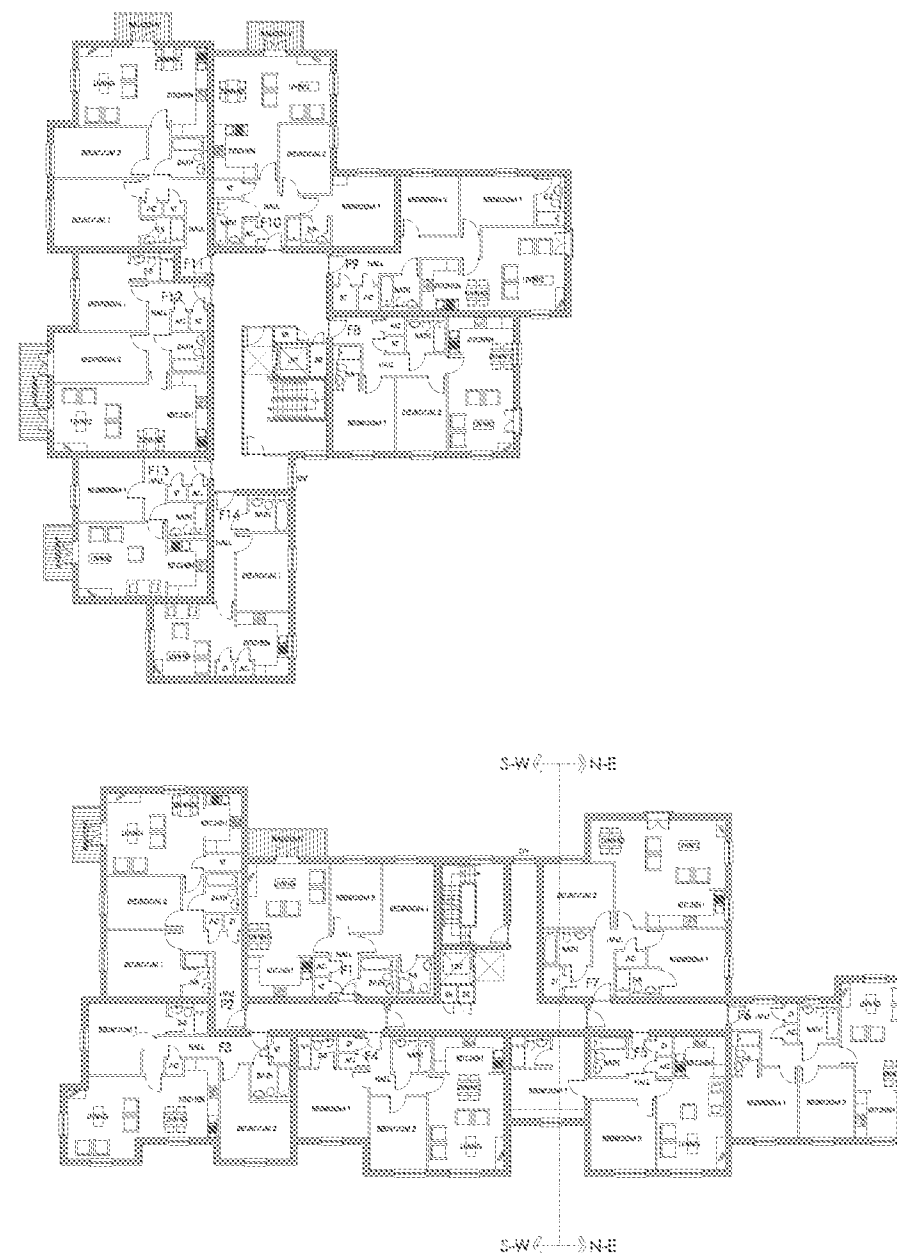
The accommodation is arranged in 2 separate buildings both with a single stair and lift core. The intention is that the units be planned around these cores to provide as many units as possible with dual aspect and/or an appropriate orientation.

Consideration has been given to minimising the visual impact onto the rear gardens of the adjacent properties and the units planned to avoid, wherever possible views to the south from habitable rooms. Where this has not been possible separation distances have been maximised from those apartments to the common boundary with those gardens and range from 25m to 40m.

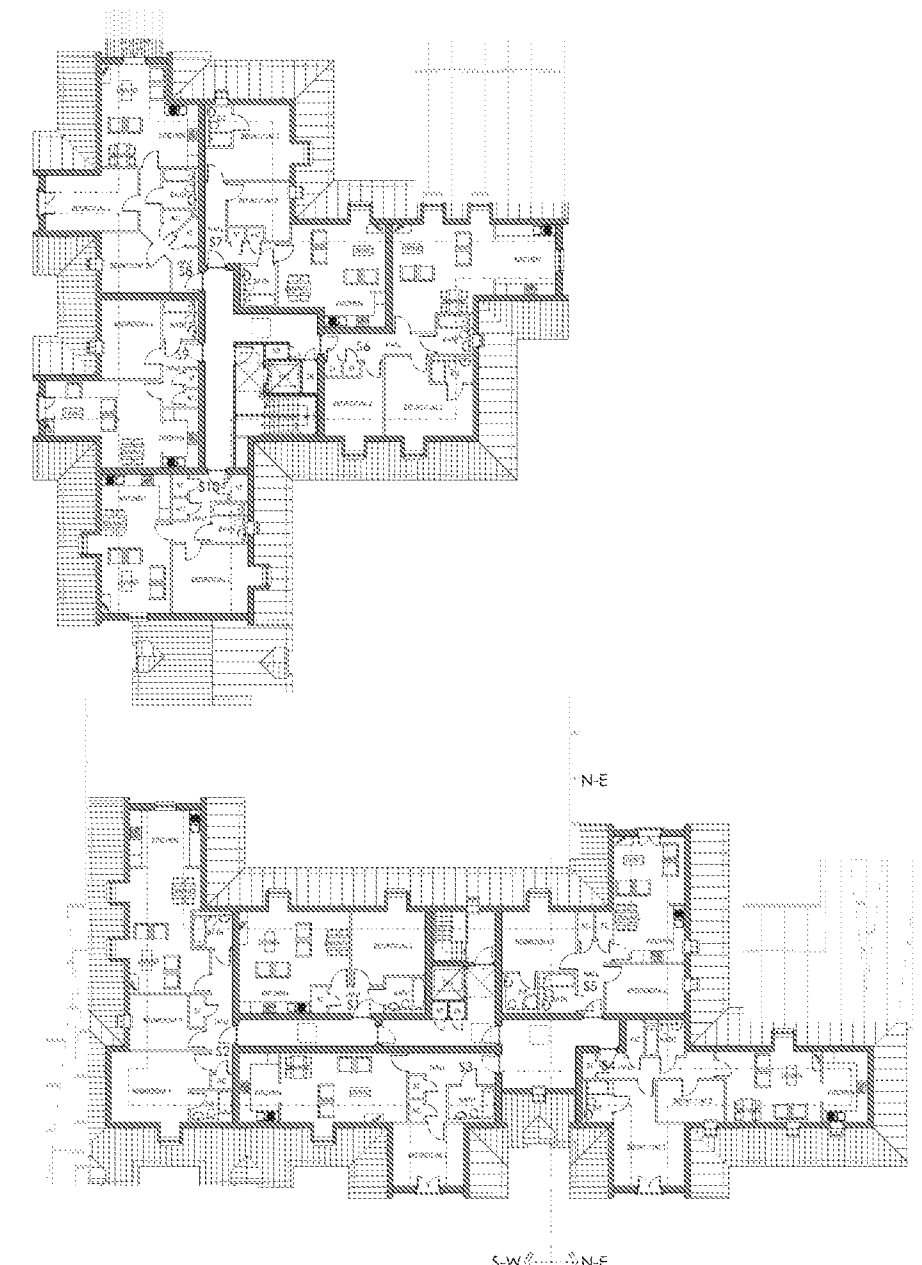
The internal apartment sizes are spacious for both 1bed and 2bed units and are planned to a variety of sizes to offer flexible accommodation. The unit sizes comply with the Nationally Described Space Standards with a number of the 2bed units being in excess of that standard.



UPPER GROUND FLOOR PLANS



FIRST FLOOR PLANS



SECOND FLOOR PLANS

7.0 PROPOSED SCHEME

Access & Accessibility

As shown on the Constraints and Opportunities Plan the site is located in a sustainable position, close to bus stops and local facilities are within easy walking distance including the main facilities found in Arundel town centre. It lies close to the A27 junction and river crossing providing easy access to the wider road network. More detailed information regarding transport and accessibility is found in the statement prepared by the highway consultant Paul Basham Associates submitted with the application.

The proposal offers an upgrading of the existing Right of Way that runs along the northern boundary and connects with the riverbank path to the town and a pedestrian crossing facility on Ford Road. It is proposed that the existing footpath across the Ford Road frontage be widened to 2m as part of the proposed development creating a safer route for the whole community.

Accessibility to the proposed scheme has also been given detail consideration. The main pedestrian access off Ford Road has been located in a position where easy level access can be achieved to both the apartment buildings at the front and rear of the site. A covered walk-through the front block leads to the central core of the building to the rear via a raised deck providing level access to that building at a height above the calculated flood levels ensuring safe access and egress in an emergency or in a critical flood event. Easy access stairs and lifts provide mobility access to all levels of the accommodation. Vehicle parking is arranged at lower ground floor level with convenient and level access to the stair and lift cores.

Public Art

The Arun DC Local Plan requires consideration for the provision of public art as part of any development proposal and this could be satisfied in a number of ways by single or multiple free-standing features or the introduction of art into street furniture or the building itself. It is proposed that the development seeks to provide public art by the introduction of sculpted features within the proposed railings across the site frontage along Ford Road and/or within the railed gaurdings to the flood flow openings introduced along the elevation facing the Right of Way along the northern boundary. It is proposed that the designs for this element form part of a suitable condition to any forthcoming permission.

External Lighting

Ford Road is a public road with street lighting and therefore very little additional external lighting would be required along the frontage of the site. However some small degree of external lighting would be useful at the main entrance walk-through to guide visitors to the entrance and over the deck to the building at the rear. It would also be sensible to provide some low level lighting to the car park entrance and undercroft areas. This could include external lighting that has, no or very low, UV component (for ecological reasons) and that has light sources set within a luminary that directs light downwards to minimise light spillage. Some areas of external lighting can be sensor controlled e.g. passive infrared.



8.0 PARKING

Parking has been accommodated in a variety of ways namely, undercroft below the building and the amenity deck, surface hardstandings and below pitched roof, tiled car ports. A strong landscape structure is proposed around, and within, the parking areas to soften the spaces and filter views from around the site – for further details refer to the landscape strategy prepared by CSA Environmental. Particular attention has been directed to the parking closest to the adjacent properties by the introduction of pitched roof, tiled car ports supported on decorative timber posts. Undercroft parking below the building has been carefully located and distributed to avoid any overbearing impact and limit views of those areas from the public realm outside of the site. The total number of car spaces provided is 59, in excess of the WSCC highways requirement – for further details refer to the highways and transport information provided by Paul Basham Associates.

Cycle parking has been provided in accordance with the required standard and is located in areas below each of the buildings, conveniently located close to the vehicle and pedestrian access and also with convenient access to the central stair and lift enclosures for both buildings.

9.0 REFUSE & WASTE

Refuse storage for both general waste and recycling has been provided in accordance with the required standard of 240 litres per flat in the form of communal bulk bins. The storage areas are located close to the vehicle access and service vehicle turning area for ease of collection and are within easy reach by occupiers from the central stair and lift enclosures for both buildings.

10.0 SUSTAINABILITY

The Arun District Council Local Plan contains policies ECC SP1, ECC SP2 and ECC DM1 requiring new developments to give due consideration to matters such as climate change, energy efficiency and renewable energy including a requirement for energy and climate change mitigation.

Sustainability in relation to the site location has been highlighted within previous sections of this DAS and also within other consultant reports. The site is highly accessible for both pedestrians and vehicles, is within easy reach of local facilities, bus routes and the town centre. Further details of this aspect can be found in the reports prepared by the consultant highway engineer Paul Basham Associates. The high level of connectivity of the site to the local green infrastructure is documented within the contextual analysis and shown on the Constraints & Opportunities Plan in section 5.0 of this DAS.

The site is vulnerable to flooding however this issue has been fully addressed by the hydrologist and drainage consultant engineers RSK and fully reported in their supporting documents.

The low energy design and renewable energy resources will be investigated and as far as practicable be incorporated into the final building. All building regulations and any other statutory requirements, current at the time of construction, will be complied with to comply with the Local Plan policies and in particular with the need to produce 10% of the total predicted energy requirements from renewable or low carbon energy generation on site, unless it is demonstrated that this would be unviable. Should solar thermal generation or photovoltaic systems be employed the 2 buildings have large areas of flat roof ideal for those installations which would have no visual impact on the external appearance. Any considerations for reducing energy needs could be achieved via the following methods:

- Limit heat loss and gains through the fabric optimisation of u-values
- Minimise air infiltration
- Utilisation of mixed mode ventilation
- Energy efficient lighting, controls and heat recovery.
- Water controls to outlets
- Investigate the use of heating, cooling and ventilation systems to include local thermostatic controls and timed controls



11.0 SUMMARY

The site has been neglected for some years and lies in a very sustainable location suitable for residential redevelopment. This has been recognized by the local community and already identified within the Arundel Neighbourhood Plan as a potential housing site. The contextual analysis supports the principal of residential development of this site and provides a guide as to how the site could be developed. Given the issues of contamination and flood vulnerability

the land is unsuitable for traditional residential housing, hence the proposal for self contained apartments which enables the whole site to be considered for development and makes the best possible use of the land as well as addressing solutions to the contamination and flood issues.

Careful attention has been given to the built form, scale and appearance of the proposal to ensure that it meets the requirements contained within the Local Plan policies as well as the Arundel Design Statement. The scheme proposal responds positively to the form, scale and character of the immediate area and materials and colours reflect the variety and diversity found in Arundel. The design respects and reinforces the urban character of Ford Rd and it's Victorian terraces as well as the more rural character found toward the east and the approach to the river. A 'pavilion' style built form such as this presents active facades to all important aspects onto the public realm and at the same time demonstrates a clear definition between the public and private realms. This represents an inclusive scheme which accommodates its own parking and service requirements with minimal impact upon the existing roads and local environment. It brings important community benefits including an improvement to the public realm, greater natural surveillance along existing pedestrian routes including the Right of Way and adjacent green spaces.