

5.0
DESIGN CODE SUMMARY

5.3 GREEN INFRASTRUCTURE

The protection and enhancement of the natural environment including habitats and species is a fundamental requirement of both national and local planning policy. Existing natural landscape and vegetation within the site is generally associated with internal boundaries as well as an area of unmanaged scrub located within the north eastern corner of the site. The development proposals from the approved Design Code minimised any adverse impacts on the existing natural environment and instead integrated natural green areas through a network of spaces across the wider scheme that provide benefits including health and wellbeing, biodiversity, climate, and flood mitigation.

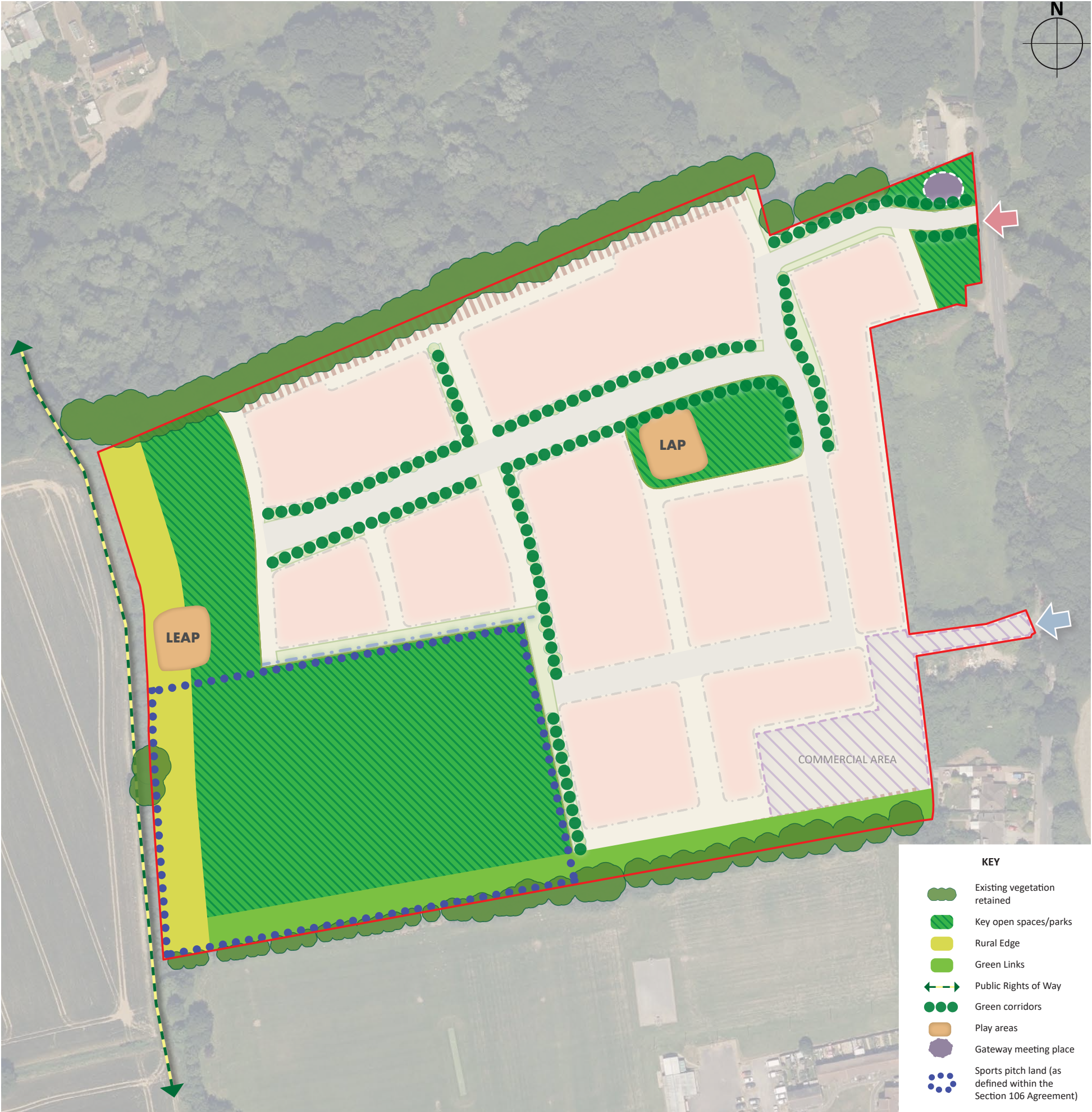
3.2ha of Green Infrastructure space is proposed on site, providing a range of functions and benefits. A network of open green spaces allow for informal on-site recreation including new recreational routes creating a sense of place. These routes will link to Arundel Road improving connectivity within the site and surrounding area. New open space is provided within the southern part of the site as well as a new children’s play area in the form of a Locally Equipped Area of Play (LEAP).

New native trees and hedgerow planting along the site boundaries are proposed to enhance the existing vegetation buffers and strengthen wildlife habitats and ecological assets. This approach will help integrate the new residential development into the sites mature setting and enhance the existing surrounding landscape features such as Steyne Wood.

The following key landscape and open space design principles are proposed:

- New areas of public open space have been located to the northern, western and southern parts of the site to integrate the proposed housing development into to the landscape setting.
- A mix of formal and informal open spaces have been included providing a range of recreational and amenity benefits to both new and existing residents promoting a healthy, active and inclusive lifestyle. This includes a large open space area to the south, a LEAP, a LAP and recreational routes.
- New tree, hedgerow and woodland planting along the site boundaries will help reinforce the enclose the new housing development as well as provide a range of wildlife and ecological benefits.
- Street planting and a network of pocket green spaces will help soften the proposed built form.
- A new attenuation basin, forming part of the SuDS solution for the site, will provide an attractive landscape feature and enhance the site’s biodiversity value and habitat creation opportunities.

This approach is consistent with the strategic landscape proposals as set out within the outline planning approval’s Landscape Strategy and demonstrates the key ecological and landscape interventions for the site.



Green infrastructure plan

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5.4 INTERNAL VEHICULAR MOVEMENT NETWORK

The access has been agreed within the outline application. The principal residential vehicular access would be from Arundel Road with a separate access serving the commercial units from Arundel Road situated to the south.

The strategy creates a permeable and well-connected place with a legible hierarchy of streets, creating the spine road, secondary roads and private drives, which respond to their importance within the hierarchy, their locations, and the surrounding features.

The position and alignment wherever possible retains and responds to site topographical features and landscape features such as hedgerows and trees.

Street character is generated from the holistic design of the street. This varies relative to traffic flows, but other factors which that influenced the specific character of the various street types included the following:

1. Variety and degree of enclosure;

2. Width between building frontages;

3. Height of buildings;

4. Consistency of building line;

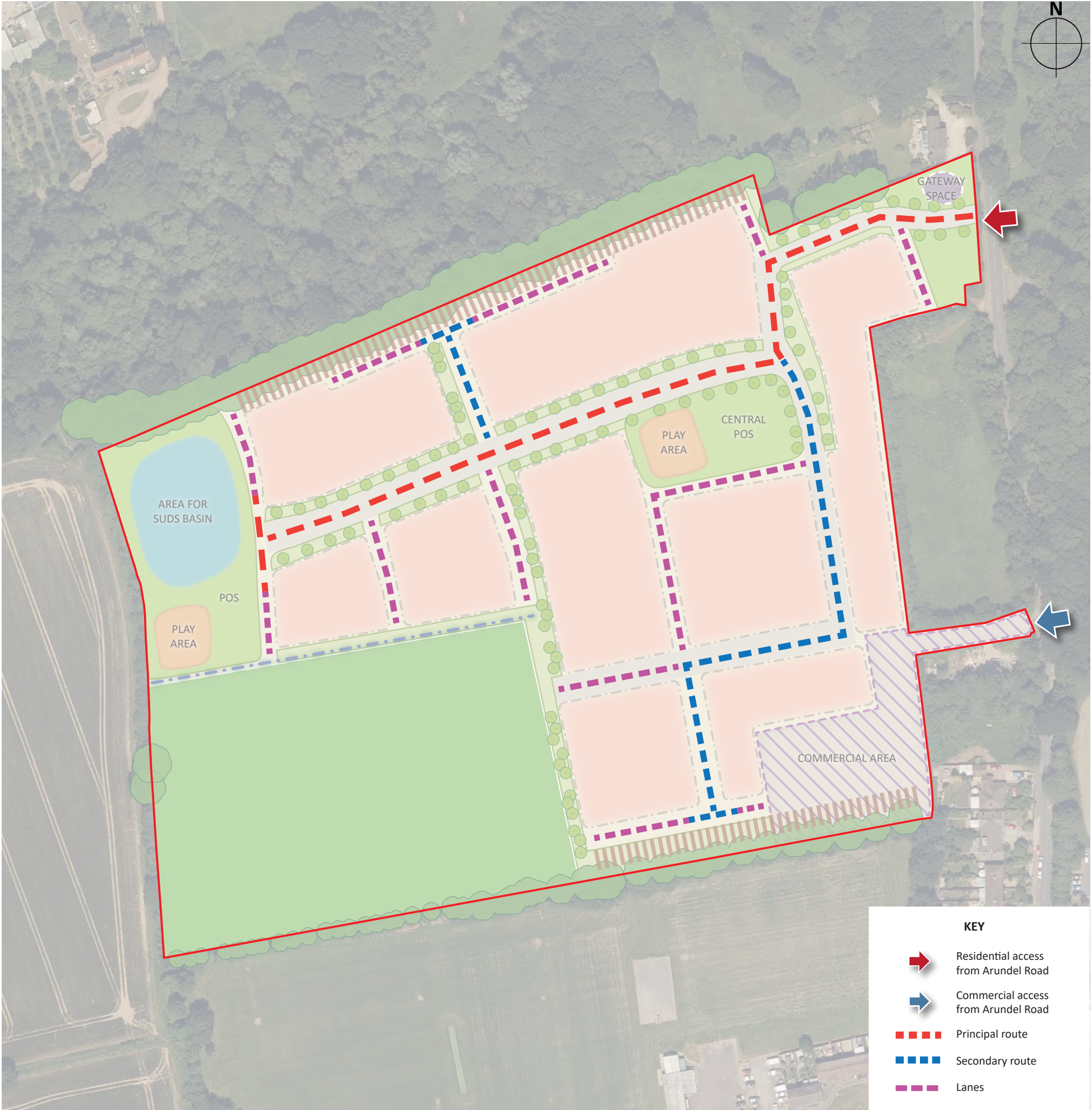
5. Continuity of built form;

6. Street tree planting/ landscaping;

7. Depths of front gardens;

8. Boundary treatments; and

9. Surface materials.



Vehicular movement network plan

5.0 DESIGN CODE SUMMARY

5.5 PEDESTRIAN AND CYCLIST CONNECTIVITY

The road hierarchy and character will provide pedestrian access into and through the site, giving links to the adjacent and surrounding network of footpaths. Pedestrian and cycle access to the site is more extensive than that for vehicles. This approach seeks to encourage the use of sustainable transport modes by providing direct and convenient pedestrian and cycle connections to a range of destinations.

The pedestrian layout uses the road and street hierarchy for vehicular movement, but with additional pedestrian links. Thus while the street layout directs vehicles to the primary routes, pedestrians have alternative access.

Within the site, the road network has been designed in accordance with the principles of Manual for Streets which seeks to place the needs of non-motorised users above those of the motorist. The scheme's road network is suitable for use by cyclists, providing safe and convenient access throughout the site.

The existing Public Right of Way (PRoW 2176) footpath running west of the site will be retained and enhanced as part of the proposals.

A network of footpath/ cycleways is provided within the green spaces in addition to the shared surface lanes and traffic calmed streets to provide a permeable, well connected and safe environment for pedestrians and cyclists of all ages.

Internal pedestrian movement will be on segregated footways or on shared surface lanes, all as indicated on the diagram. Cyclists will be on traffic calmed carriageways or shared surface lanes.

- KEY
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Residential access from Arundel Road
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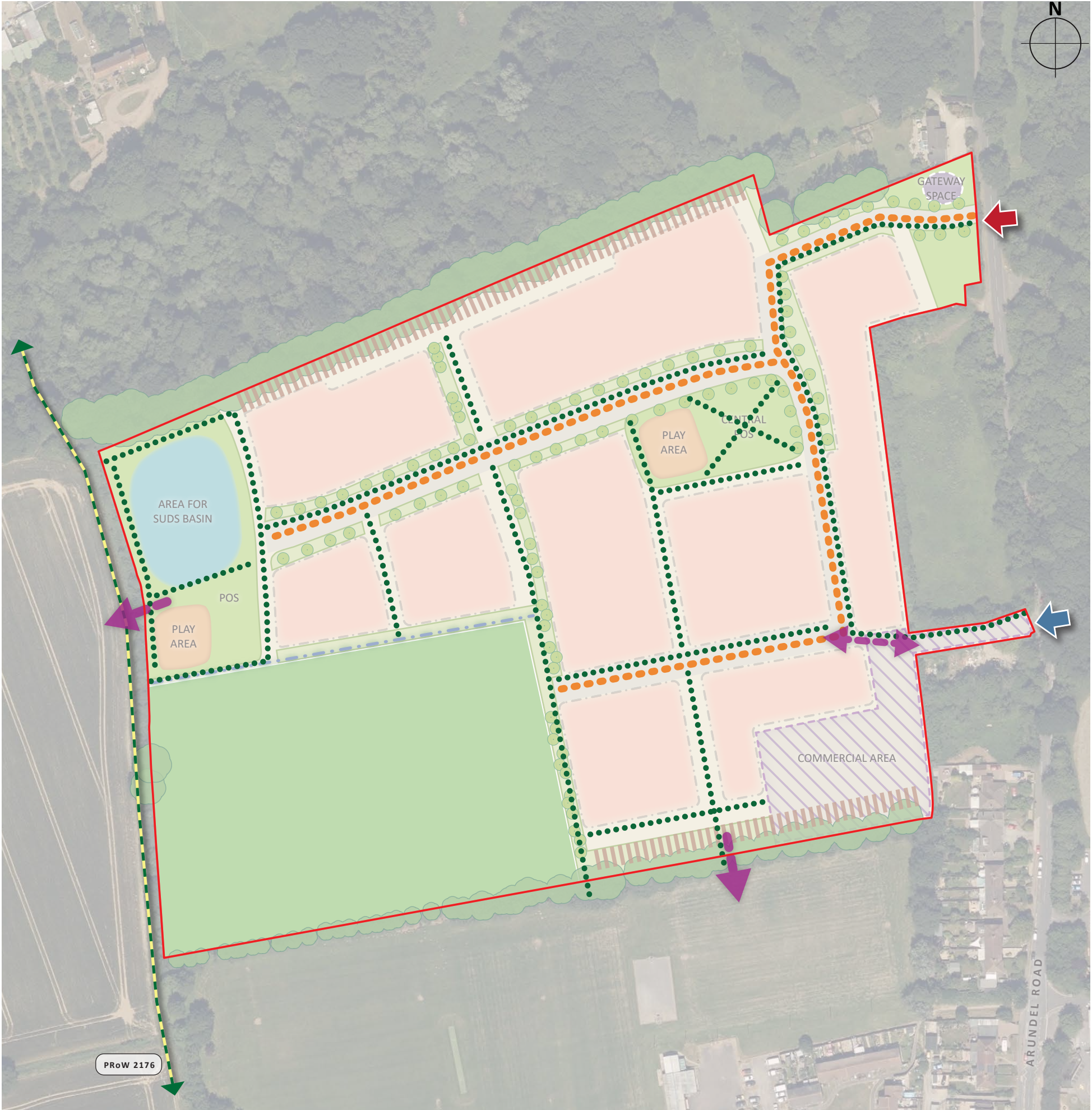
Commercial access from Arundel Road
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Pedestrian routes
- 

Cycle routes
- 

Pedestrian Access Points
- 

Public Rights of Way



Pedestrian & cyclist movement network plan

5.0 DESIGN CODE SUMMARY

5.6 STREET HIERARCHY

The movement hierarchy covers the differing street types and how they connect together to form a safe and legible network. The proposed internal network links to the surrounding streets at the respective junction with Arundel Road, and is designed to encourage walking and cycling.

The overall objective is to create streets that have distinctive characters but fit together to create a coherent development. The strategic movement hierarchy comprises primary, secondary and tertiary street types which perform different functions as follows:

The street hierarchy will be supported and reinforced by a distinct palette of landscape detailing and soft landscape planting.



Village Street - Strategic movement corridor - 5.5m carriageway with 2m pavements on one or both sides and with a tree lined verge to one side.



Residential Streets - The next level of connecting streets which carry general residential traffic - 4.8m carriageway with 2m pavement on one or both sides.



Lanes - Shared surface residential streets, generally in form of lanes or drives and not intended for through traffic.



Road Typologies plan

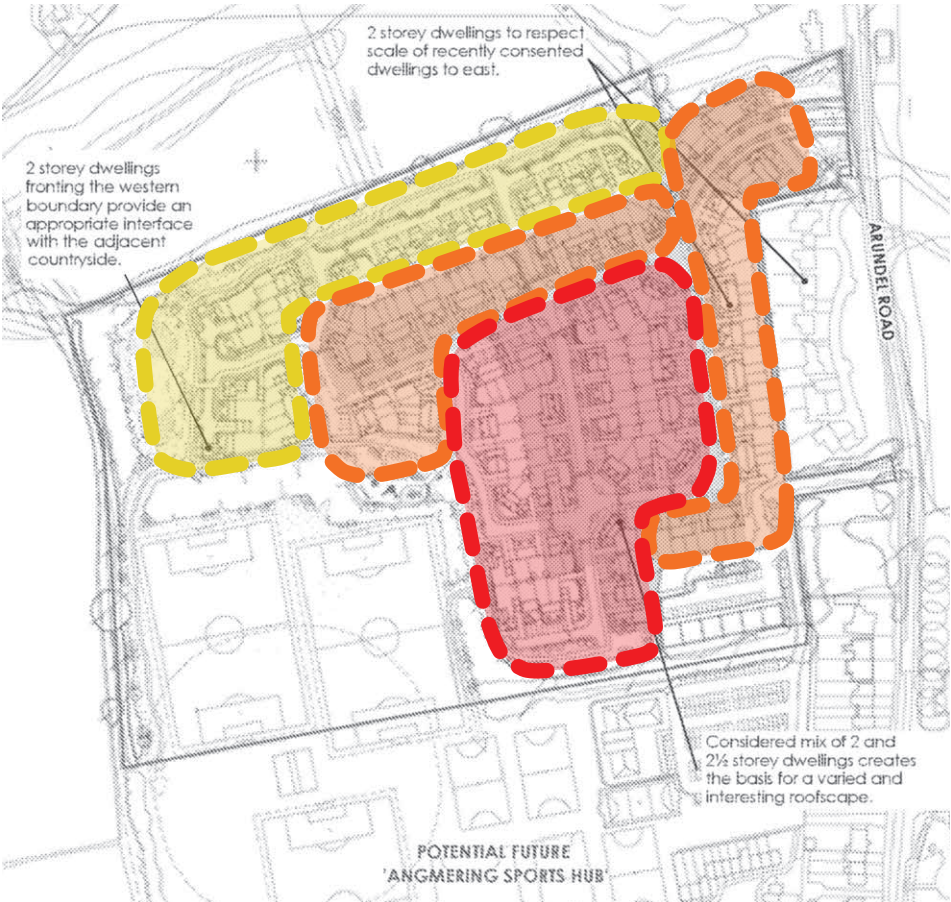
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5.7 DENSITY DISTRIBUTION

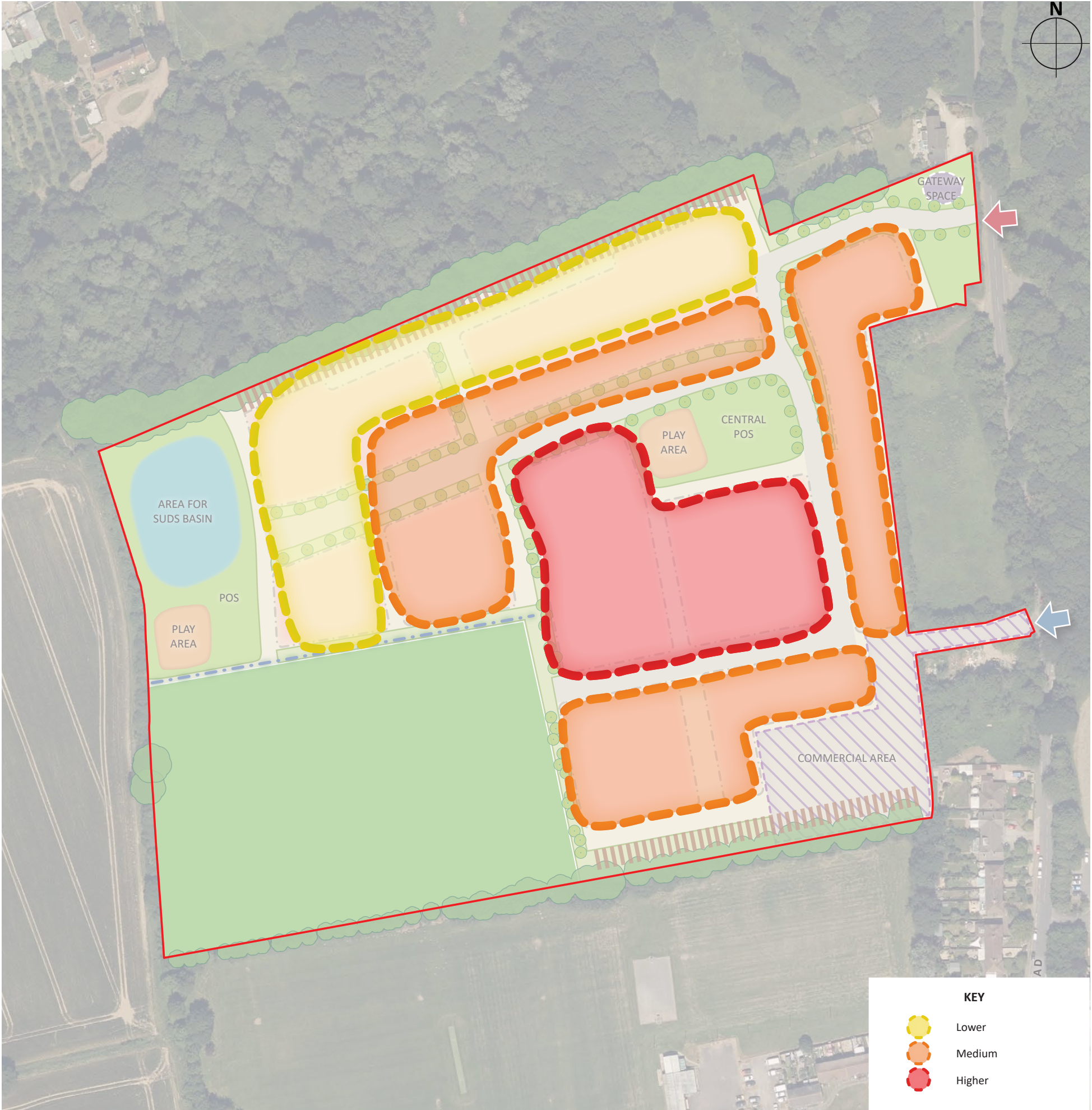
Density distribution within the layout is consistent with the density distribution on the approved Outline plans.

The proposed average density for the site is 35 dwellings per hectare (dph) and includes a mix of residential accommodation comprising 1, 2, 3, 4 and 5 bedroom dwellings consisting of flats and houses.

The framework density plan set a solution to build the densities up from the lowest densities on the countryside edge, to the densest built form in the centre of the site and leading down to the sports pitch land (as defined within the Section 106 Agreement) on the southern boundary and adjacent to the commercial area.



Outline application density plan



Density plan

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5.8 SCALE

Building height distribution is generally in accordance with the approved parameters. Proposed buildings are generally 2 storeys in height with occasional 2.5 storey buildings.

The vast majority of the local area consists of 2 storey buildings, with 2.5 storey buildings being relatively scarce and not an distinct feature of the local character.

To respect the semi-rural setting, proposed 2.5 storey buildings should not be placed at the countryside edge, used very sparingly along the new Village Street and be more appropriately located within development parcels.

- The development will be characterised by predominantly 2 storey dwellings.
- Occasional use of 2.5 storey dwellings will be appropriate within the development to add visual interest, terminate key view lines or frame spaces.
- Maximum ridge height of 2 storey house: 9.5m
- Maximum ridge height of 2.5 storey unit: 11.5m



Building heights plan

6.0 DESIGN CODE COMPLIANCE

6.1 RESPONSE TO PLANNING COMMENTS - AUGUST 2022

The redesign of the submitted scheme has taken place to bring the design intent in line with the approved design code and to ensure that the parameters of the Arun Design Guide are appropriately addressed in the proposals. In relation to the Design Code the scheme now reflects the spatial layering as set in the DC with the structure of the opportunities and concept plan much more evident this redesigned scheme. Key to this revised scheme has been to ensure that the tree lined streets, green corridors and open space is reflective of the approved Design Code and the place making more legible.

The Design Code also reflects the principles as set out in the Arun Design Guide especially in relation to the interface house with the back-to-back, back to flank, front to front distances etc. all now being compliant. In relation to the mix, this has been adjusted to provide a greater range of smaller houses and with a reduction in unit numbers in order to allow the scheme to demonstrate compliance with the Design Code and to respond to officer comments in relation to the layout.

Architecturally we have plotted house typologies that meets the character assessments in the Design Code, moving forward the fenestration detail and materiality will also follow the parameters set out in the DC.

Following Planning discussions and development the scheme has been updated accordingly:

- General site layout approach
- Entrance to the site
- Central East / West Street
- North / South Landscaped route
- Public Open Space
- Commercial area

General site layout approach

The following pages demonstrate how the revised scheme addresses the comments raised by officers at ADC.

As a general observation all plots have been adjusted, to facilitate these key points while bringing typologies, densities, and character in line with the Design Code.



Previous layout March 2022



Proposed layout August 2022

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DESIGN CODE COMPLIANCE

6.1 RESPONSE TO PLANNING COMMENTS -
AUGUST 2022

Entrance to the site

We adjusted the house types in the entrance area to provide the space for the required interface distances and to ensure the appropriate houses are plotted to address the aspect and setting.

We have also made sure that car parking to plots 1 to 3 is less dominant to the site entrance setting. The sub station access and site entrance features walls have been coordinated to reflect discussions that have taken place.



Previous layout March 2022



Proposed layout August 2022

6.0
DESIGN CODE COMPLIANCE

6.1 RESPONSE TO PLANNING COMMENTS -
AUGUST 2022

Central East / West Street

The main change along the central street is to ensure that the frontages have the space to accommodate a 2m verge / 2m pavement / an additional 2m planting strip (not conveyed to the house) and a 2m private frontage.

This will allow the room to provide a meaningful tree lined planted street scene. The house types plotted are appropriate to the above design intent and address the active frontages and corner locations. The crossroads with the north south route also gives the opportunity to create positive place making.



Previous layout March 2022



Proposed layout August 2022

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DESIGN CODE COMPLIANCE

6.1 RESPONSE TO PLANNING COMMENTS -
AUGUST 2022

North / South Landscaped route

We have realigned and strengthened the plotting arrangements on this route which provides the opportunity to create the landscaped route that was illustrated in the design code.

The route provides improved pedestrian and vehicular connectivity at the same time reinforcing the legibility of this key movement corridor. The key to the success of this is plotting the right house types in the right area while acknowledging the typologies and densities as set out in the Design Code.



Previous layout March 2022



Proposed layout August 2022

6.0
DESIGN CODE COMPLIANCE

6.1 RESPONSE TO PLANNING COMMENTS -
AUGUST 2022

Public Open Space

The central open space has been increased in size from approximately 637sqm to 1385sqm to provide a quality amenity space that is more in line with the ‘development heart’ approach as set out in the Design Code. This creates quality public realm and adds positively to the place making across the space. The western POS and gateway meeting place has been planned as originally proposed.

The area identified as sports pitches has the same size and proportions as originally proposed with this iteration being coordinated with the drainage proposal and ecology mitigation.

The key features as a result of the revised layout are an increased number of dwellings facing onto the pitches and more connections to the east of the sports pitch land.



Previous layout March 2022



Proposed layout August 2022

6.0
DESIGN CODE COMPLIANCE

6.1 RESPONSE TO PLANNING COMMENTS -
AUGUST 2022

Emergency Access

Emergency Access has been accommodated through the approved secondary access route.

The plans below have been updated to meet Surrey County Council’s request and also to provide pedestrian and cycle connectivity along approved secondary access road.



Previous layout March 2022



Proposed layout August 2022

6.0
DESIGN CODE COMPLIANCE

6.2 APPROVED CONCEPT PLAN OVERLAY

To ensure compliance with the Design Code we have compiled a series of overlays with the concept master plan (to the right) and on to the various spatial layers on the following page.

Taking on board the various technical constraints that have been established through the detail design that followed the approval of the design code we consider the scheme to be compliant.

The following page also demonstrates that the layers of green infrastructure, density, building heights and key buildings and movement have been followed.



Design Code Concept Plan Overlay