

Access & Movement





ACCESS & MOVEMENT

Site Access

The existing garden centre and nursery, aquatics centre and other ancillary uses at Chalcraft Nursery are served by an existing site access from Chalcraft Lane. As part of the first phase of redevelopment of the Chalcraft Nursery site, the access will continue to be used for the enabling purposes (e.g. reconfiguration and provision of the commercial uses on the site) while a new purpose built priority junction off Chalcraft Lane will be constructed to serve the residential element of the site. Upon first occupation of the residential dwellings, the existing access will be stopped up and all site access will be achieved via the new priority junction.

The new access has also been designed to provide access to the proposed development at Nursery Fields. The junction has been designed in accordance with contemporary national and local highway design guidance, including Manual for Streets, with visibility splays provided in accordance with the recorded speeds along Chalcraft Lane. Capacity testing of the junction has been undertaken and establishes that the junction can accommodate both phases of development without having a detrimental impact upon highway safety or network capacity, and the access arrangements have been subject to a Road Safety Audit undertaken in accordance with the WSCC Safety Audit policy.

A 6.3m wide access road extends from the junction with Chalcraft Lane, providing a width suitable for use by buses should future bus connectivity be required. This also allows sufficient space to enable access by refuse vehicles. A 3.2m wide foot and cycle way is also provided on the northern side of the access road carriageway, providing off-road connectivity for pedestrians and cyclists and ensuring the site will be able to link in seamlessly with foot and cycle connections provided within the site to facilitate onward connectivity.

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Street Hierarchy

The street hierarchy is designed to provide legibility and easy navigation through the site for residents and visitors.

The development will be served by a main access corridor (primary road), which will include footway / cycle way provision and an avenue of trees on its northern side.

A secondary road is proposed to connect directly the easternmost residential parcel to the primary road. The secondary road will be designed to give pedestrian priority providing footpaths either side of the road and the opportunity for an on street cyclepath. Occasional traffic calming features with small tree groupings would also feature along the secondary road to slow down traffic.

Tertiary streets would serve primarily dwellings fronting the green space.

Key

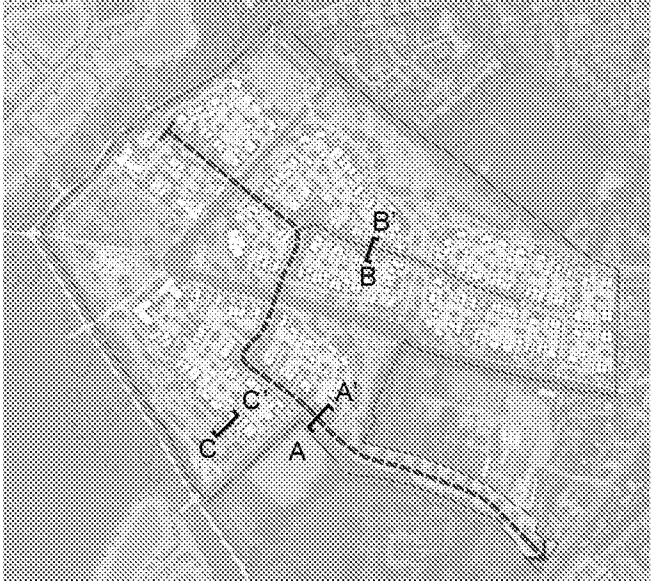
- Primary Street
- Secondary Street
- Tertiary Street



Illustrative Street Hierarchy Plan

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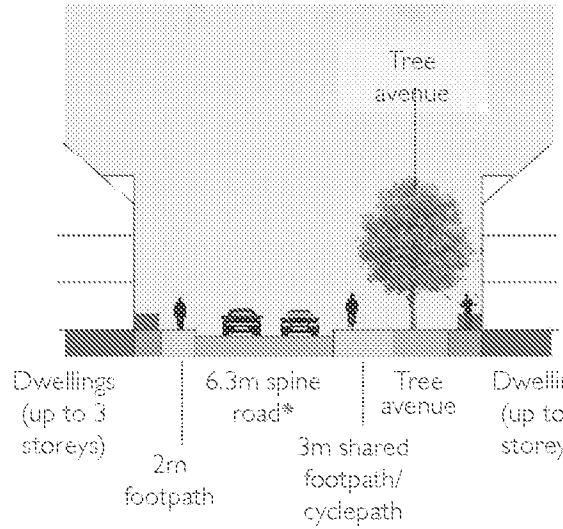
Street Sections



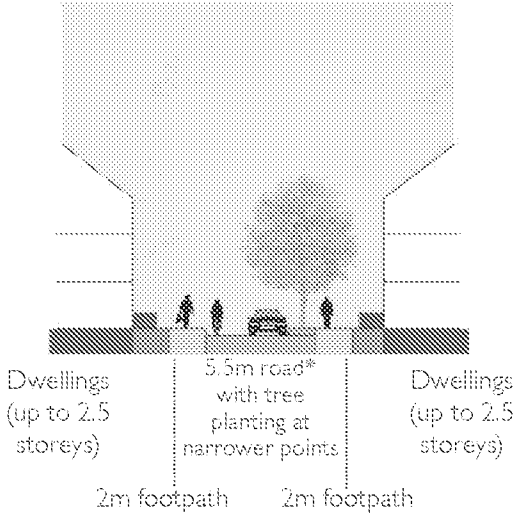
Illustrative Street Sections Key plan

*Note: roadside surface water management features not shown on illustrative sections

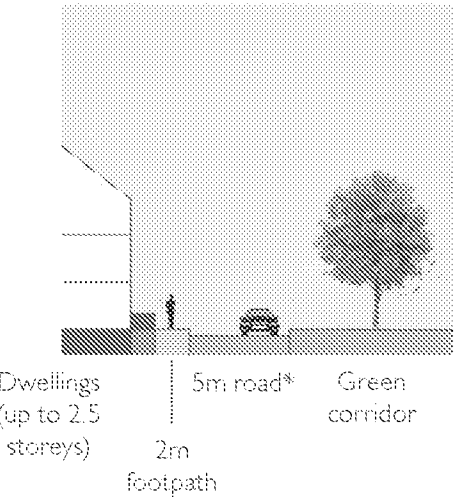
MAIN ACCESS ROAD - A--A'



SECONDARY ROAD WITH TRAFFIC CALMING FEATURE - B--B'



TERTIARY ROAD ALONG OPEN SPACE - C--C'



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Pedestrian & Cycle Movement

Through pre-application engagement with ADC and the WSCC Public Rights of Way Team, the potential for the enhancement of existing Rights of Way through the site has been explored to enable the site to play a key role in local pedestrian and cycle connectivity.

Footpath I36 (FPI36) will be upgraded to a width of 3m - 4m, resurfaced and dedicated as a Public Right of Way for both pedestrians and cyclists. A further connection (1) will be made from the FPI36 to the advisory cycle route along the access road to Bersted Parish, providing a connection for residents to the established cycle network to the east of the site. A further primary link (2) will be provided in the form of a 3.2m wide shared footway/cycleway provided adjacent to the site access road to provide a connection from the south east of the site through to the upgraded FPI36.

WSCC hold an aspiration to upgrade Footpaths I34 and I37, which run along the northern and western boundaries of the site respectively, to a Bridleway. This will provide a longer distance connection for pedestrians, cyclists and equestrians between Bersted and Pagham, and the development will provide for connections to these routes.

- Key
- Existing PROWs
 - Access Points
 - Proposed Links
 - Trim Trail



Across the development, the internal roads will be designed to provide conditions conducive to cycling, in accordance with the Department for Transport's LTN 01/20 guidance. The roads will be lightly trafficked and designed for low speeds. Links to the wider West of Bersted development, and the local facilities and services provided by the site, will be formed with cross boundary connections to enable non-vehicular movement between the sites.

A trim trail is also proposed to loop within the site and create a leisure route for existing and new residents.

- Key
- Cycle Links
 - National Cycle Route



ACCESS & MOVEMENT

Parking Provision

In January 2020, Arun District Council adopted the Parking Standards Supplementary Planning Document. The guidance is intended to outline Arun District Council's approach to parking at new developments and is used to help determine the level of parking provided. An expected provision is set out in the supplementary planning document dependent on the Parking Behaviour Zone the development is located in.

In this instance, the development is situated in an area defined as 'Parking Behaviour Zone 2'. On this basis, the relevant expected standards are set out in the adjacent table. Electric vehicle charging and cycle parking will also be provided for each property in accordance with the requirements of the supplementary planning document.

Number of Bedrooms	Number of Habitable Rooms	Parking Spaces (per dwelling)
1	1 to 3	2
2	4	2
3	5 to 6	2
4+	7 or more	3
Minimum		0.2

Residential Parking Guidance

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Bin Storage & Refuse Collection

The refuse collection strategy has been developed in accordance with the Department for Transport's 'Manual for Streets' guidance. The overarching objectives have been to ensure that: refuse vehicles will not be required to reverse a distance greater than 12m; carry distances for operatives do not exceed 25m; and carry distances for residents do not exceed 30m.

In addition to Manual for Streets guidance, Arun District Council has its own webpage-based guidance for refuse collection on private or unadopted roads. Refuse can be collected from private roads if the following criteria are met and the development has been designed to fulfil these criteria.

- Roads must be of a sound construction, to a suitable hard surface free of potholes and obstructions;
- The road must not be less than 3 metres wide, with no obstructions from overhanging trees or shrubs etc;
- There must be a minimum of 5.5 metres height clearance with no obstructions from overhanging branches or cables; and
- When a through road does not exist, a turning area must exist. A 12-metre-long vehicle must be able to turn around in 3 manoeuvres or less.



Nursery Fields: looking ahead



NURSERY FIELDS

Environmental Response

JTP utilise their own knowledge and experience in assessing each project for potential environmental design opportunities. These measures may range from the integration of passive solar design to the use of active energy saving technologies.

At the outset of a project we discuss with our clients what is feasible and where there are cost constraints. We will advise on the most cost effective methods of achieving an environmentally responsive scheme.

We have developed an in-house environmental assessment matrix whereby projects are reviewed under the following categories:

- Efficient use of resources
- Energy strategy
- Blue infrastructure
- Green infrastructure
- Movement strategy
- Health and happiness

This assessment tool enables us to capture the degree to which our projects are embedding the principles of sustainable design.

EFFICIENT USE OF RESOURCES

The proposed development will ensure the retention of mature trees, hedgerows and other established landscape features.

A landscape strategy has been developed to ensure that all non-developable area is used as public open space, and will enhance the ecological value of the site.

At construction stage, the cut and fill will be minimised and dealt with on-site.

BLUE INFRASTRUCTURE

At this Outline Planning stage, a surface water drainage strategy has been proposed for the site as part of the Flood Risk Assessment submitted with this outline application.

The illustrative layout has been designed in accordance with the SuDS strategy. Surface water attenuation areas are provided within the open space, along with the potential for additional drainage features within residential parcels.

WASTE STRATEGY

The waste strategy will comply with Arun District Council requirements.

At this Outline Planning stage, guidelines and overarching objectives for the waste strategy of the site have been indicatively illustrated in the Design and Access Statement. Further details will be developed at detailed design stages.

GREEN INFRASTRUCTURE

The development proposes the retention and enhancement of existing landscape within the site. Additional tree planting will be incorporated where required.

New green buffers are proposed for the protection of sensitive areas neighbouring the site. Green corridors connecting landscape assets will be created to foster wildlife and to provide amenity green spaces. The proposal includes the provision of a large area of amenity green and parkland (Community Green) for residents to enjoy, as well as a number of areas of play distributed across the green areas.

A long term management plan for open space will be established in order to protect and enhance the landscape value of the site for the future.

There is the potential to achieve a +24% Biodiversity Net Gain on the site.

MOVEMENT STRATEGY

The proposals seek to ensure a safe and pedestrian-friendly environment for residents.

A shared pedestrian and cycle route is provided along the primary road, ensuring continuity for pedestrians and cyclists throughout the site.

A secondary road with pedestrian priority and traffic calming features is proposed as part of the street network.

A network of tertiary routes is also proposed to make the development permeable for both vehicles and pedestrians.

Nursery Fields will benefit from its close proximity and easy access to existing public transport services.

Walking and cycling will be encouraged through a network of paths that will connect with the existing community, and also to the new local facilities to be provided as part of the wider mixed use scheme 'Land West of Bersted'.

Public Rights of Way within and around the site are retained and enhanced. New footpath routes through the neighbourhood are provided and connect into the wider network of PProW. Designated cycleway provision is also proposed on site.

ENERGY STRATEGY

At detailed design stage, building orientation and layout would seek to maximise natural lighting.

The framework of the submitted Parameter Plan, and the limitations on building heights, ensures that proposed buildings do not impact on their neighbours by blocking sunlight.

HEALTH AND HAPPINESS

Significant areas of amenity space, play areas and neighbourhood squares are provided as part of the proposals creating areas for community interaction.

Pedestrian/cycle routes are also provided reducing the need to travel and connecting to the wider strategic mixed use allocation 'West of Bersted' and its facilities.

The form and size of the development areas has been set out to ensure that future detailed masterplans will be able to ensure positive frontage to routes and spaces, with buildings fronting onto these spaces, providing natural surveillance and a sense of safety.

The proposed layout complies with the council's affordable housing requirements and illustrates how a mix of housestyles can be achieved within the development parameters.

Strategies for consideration as part of future reserved matters applications:

Efficient use of resources

- Design homes which are adaptable and resilient to future change
- Specify durable, locally sourced materials with low embodied energy

Waste strategy

- Ensure that access to refuse storage areas is easy and convenient
- Make household recycling easy, with readily accessible storage

Green infrastructure

- Promote biodiversity in street and garden design
- Provide some form of private amenity space for all homes

Movement strategy

- Provide pool cars and electric vehicle charging points to encourage the uptake of more sustainable modes of vehicular transport
- Provide convenient, secure cycle storage for residents and visitors

Energy strategy

- Promote the use of compact building forms
- Provide solar shading to homes' southern elevations
- Specify low energy appliances
- Specify materials with low embodied energy

Blue infrastructure

- Collect rainwater for irrigation of private gardens and public spaces
- Include porous and permeable surfaces in streets and spaces

Health and Happiness

- Design buildings with good levels of daylight and sunlight and incorporate natural ventilation
- Design streets and spaces with community safety in mind, making reference to relevant guidance from the police.

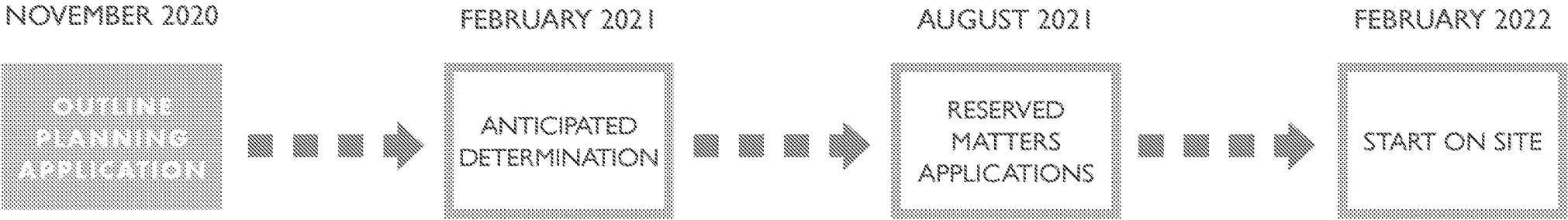


NURSERY FIELDS

Project Timeline

The submission of this Outline Planning Application represents a step towards the development of a new neighbourhood at Nursery Fields. A series of further steps will follow prior to the start of any construction, and obtaining outline planning permission is a pre-requisite to these.

The indicative timeline below shows how, if this application obtains planning approval, subsequent Reserved Matters Applications would be submitted to Arun District Council around August 2021 for consideration and approval before the development can take place. Approval of reserved matters and of additional details submitted will dictate the timing of construction start on site, now predicted for February 2022.



NURSERY FIELDS

Implementation

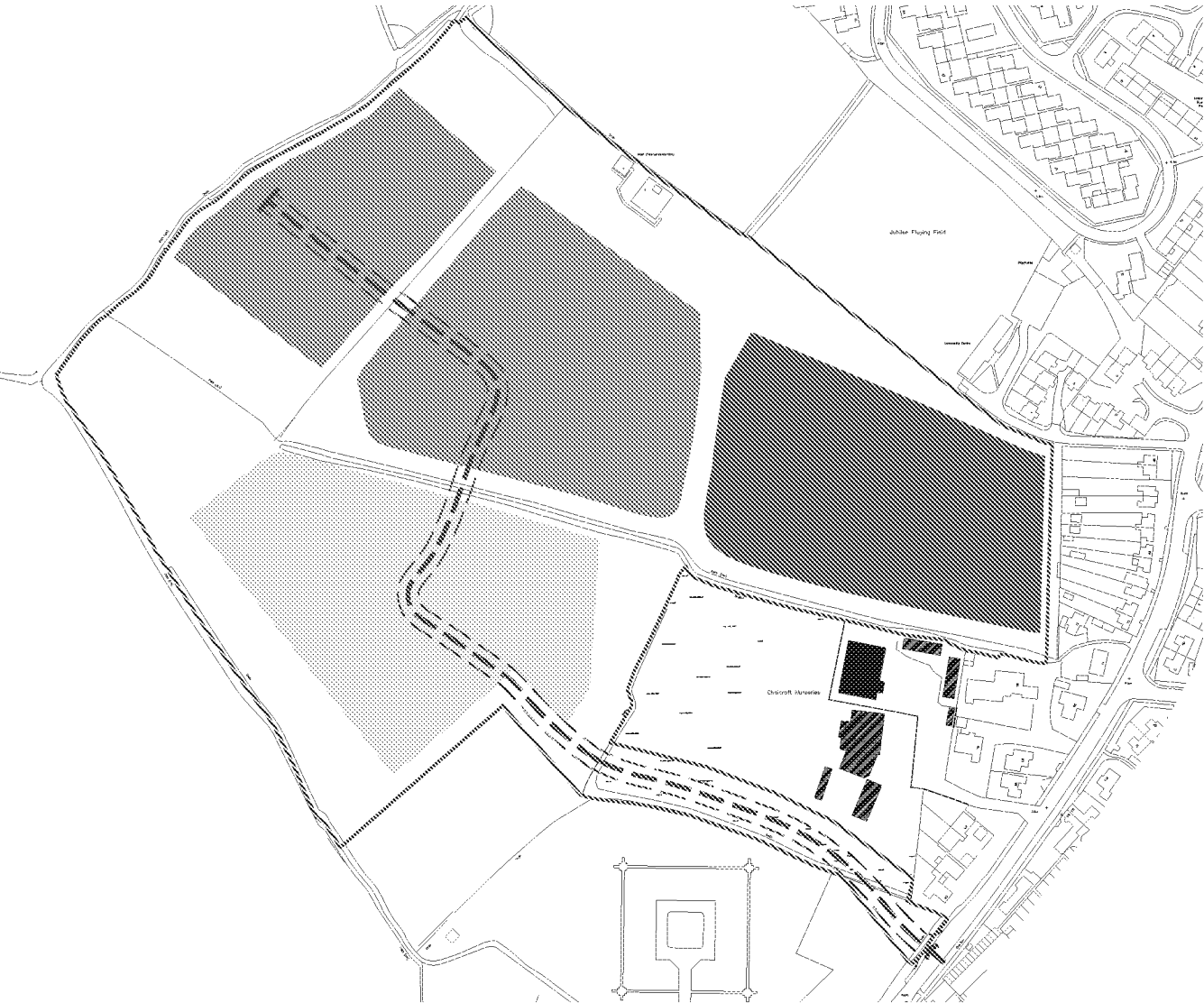
The construction of the new neighbourhood at Nursery Fields will take place according to a carefully planned phasing strategy, which may start in February 2022, subject to the outcome of the Outline Planning Application and Reserved Matters Applications.

The adjacent plan illustrates the potential phasing of the parcels, showing the indicative pattern of growth of the development. These may occur in a number of different sequences.

Key

- Application boundary
- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Primary vehicular route (alignment subject to centre line deviation limits of +/-10m)
- Vehicular access

Indicative units range per phase:
Phase 1: 65 – 70 units
Phase 2: 60 – 75 units
Phase 3: 55 – 60 units
Phase 4: 40 – 45 units



Submitted drawing for support - 01304_Phasing Plan_S_13_PI