

5. OPEN SPACE AND LANDSCAPE



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5.1 INTRODUCTION

This section outlines the influences and thinking behind the proposed landscape strategy for the site.

The Landings lies within a large low lying flat plain between Chichester and Littlehampton with the South Downs National Park 2km to the north and Climping beach 2km to the South. Neighbouring villages are Yapton to the west, Ford to the north and Horsemere Green and Climping to the south. Currently, the site is comprised of a series of large scale arable fields along with the former runways and infrastructure of Ford Airfield, bordered by industrial, utility and employment areas.

The Landings provides a unique opportunity to revitalise and enhance the landscape of the parish of Ford as well as the setting of neighbouring settlements.

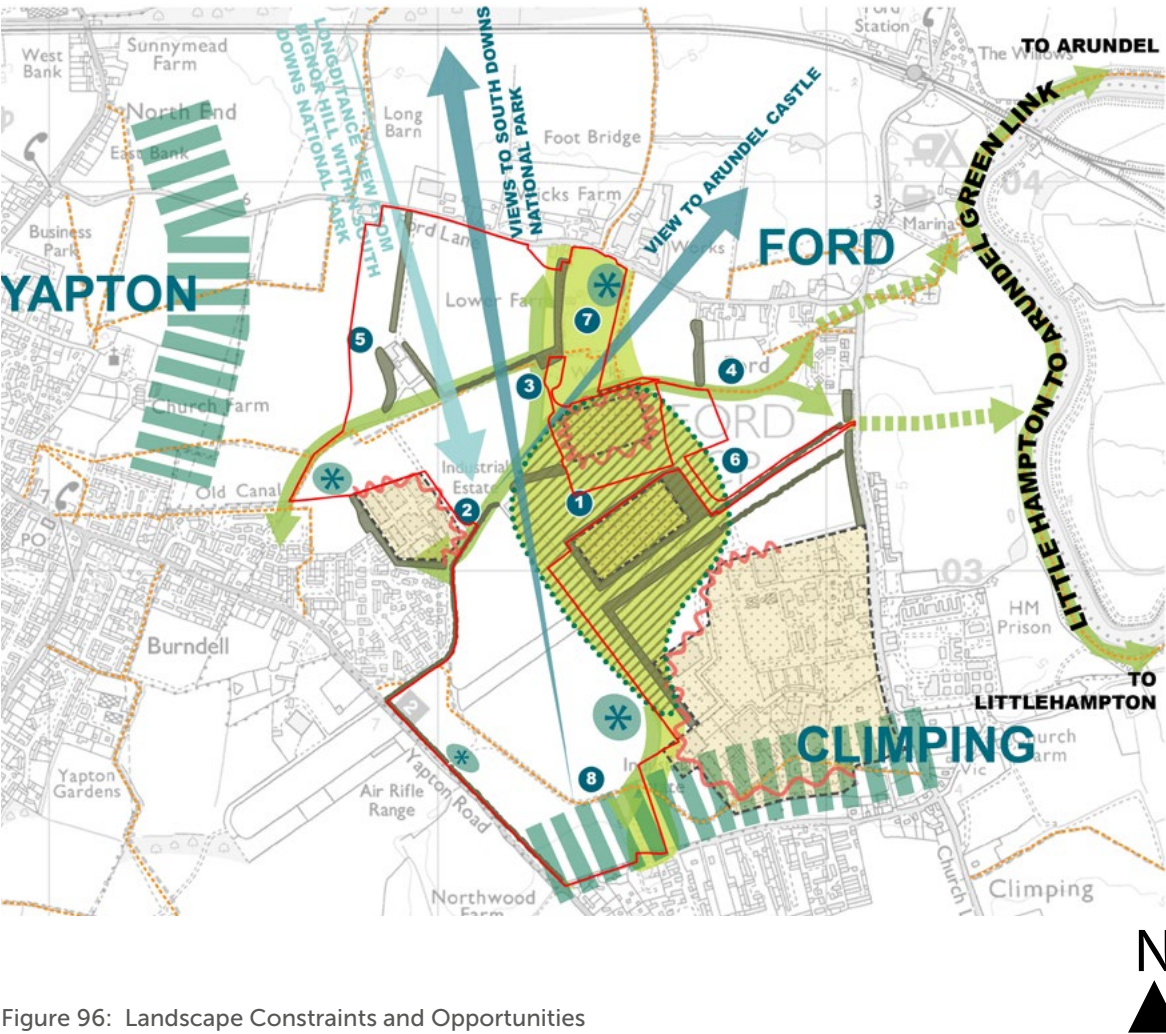
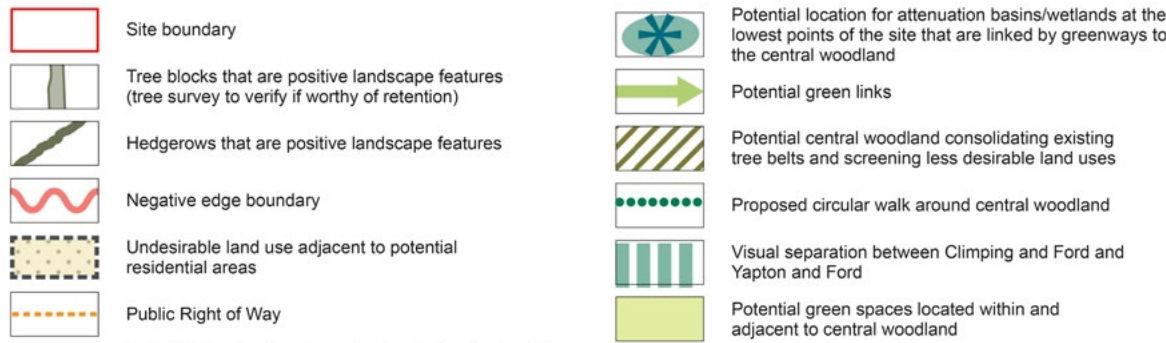


Figure 96: Landscape Constraints and Opportunities



5.2 LANDSCAPE CONSTRAINTS AND OPPORTUNITIES

Following site survey and desk based analysis of landscape and visual considerations, the following constraints and opportunities were identified:

- 1 – Opportunity to consolidate existing tree belts within a wider proposed central woodland. This woodland would help to screen less desirable land uses adjacent to the proposed residential uses and create consistency within the heart of the site. Central woodlands could incorporate glades providing places for forest school or an area for camping for scouts/brownies.

2 – Opportunity to link proposed central woodland (and existing tree network) with surrounding area. A new park could be created in this location that links existing and new communities.

3 – Opportunity to create a new green link to the north of the site incorporating the dell with coppiced beech and the existing public right of way ending with a wetland area on the edge of the Arun floodplain.

4 – Opportunity to create a new east-west connection between the existing parish settlements incorporating existing public rights of way where available.

5 – Potential to create a ‘green’ hub at this location using existing mature trees as inspiration. Could create corridors through trees to create vistas along future desire lines.
- 6 – Potential for a circular walk around central woodland.

7 – Green gap in the north and centre of the site that ensures there is a break between built development from long distance views in the South Downs National Park.

8 – Opportunity to allow views to local landmarks such as the South Downs National Park and/or Arundel Castle.

9 – Generally, potential to interpret the history of the site within the design of the landscape such as the former RAF airbase and the former canal.

10 – Generally potential to enhance the ecology within the site through woodland, meadow and wetland creation to encourage existing and new wildlife to inhabit or feed off the site.

11 – Opportunity to use the geometry of the runways to inform character and the design of open spaces.

5.3 LANDSCAPE VISION AND OBJECTIVES

As identified earlier in this document, the concept for The Landings is to provide the parish of Ford with a heart. This heart will bring forth a sense of belonging, identity, facilities and activity.

In order for this heart to be successful, connectivity is paramount. Permeability and accessibility will bring local communities together whilst also allowing nature to permeate to every doorstep. Well designed green infrastructure will deliver the heart to Ford that is mindful of people and nature thriving together.

The Landings will create a ripple effect that will revitalise and improve the parish of Ford altogether. Stitching the landscape within The Landings and its setting brings opportunities to embrace the past and unify communities. By weaving together The Landings’ footpaths, roads, parks and wildlife habitats within an attractive green network, the community will be invited to share, enjoy and belong.

CONNECTIVITY

As highlighted earlier, connectivity is fundamental to the success of The Landings stitching in with its neighbouring villages. The following connectivity objectives have been used to develop the green infrastructure design:

- Maximise ‘green’ routes through the site to enable permeability for people and wildlife;
- Provide a safe and accessible footpath and cycle way running east-west through the site that links Burndell and Yapton with Ford;
- Provide a circuit around the site for people to walk, run and cycle that can also link with Horsemere Green and Climping Beach to the south and the South Downs to the north; and
- Enable legible places through materials palette and design.

HEALTH AND WELLBEING

Improving health and wellbeing for existing and proposed communities is important for the parish to be active and thrive. The green infrastructure has followed the health and wellbeing objectives below to assist with this vision:

- Providing opportunities for people to have a connection with nature. It is proven that being in contact with nature reduces stress, increases cognitive performance, and aids a restful night’s sleep;
- A number of routes that allow for a range of distances to travel for people to walk and jog to keep fit;
- Provide outdoor gyms or fitness trails;
- Deliver productive landscapes where people can grow their own food, such as orchards, community allotment, etc.;
- Play and adventure opportunities for all ages to improve coordination, balance, agility and strength;
- Provide frequent locations for seating so that those less mobile can access the outdoors; and
- Provide play areas for all ages that consider materials and interpretation of former uses within the site.

NATURE

Increasing biodiversity within the site will encourage more wildlife into the area, notwithstanding protecting nature that is already within the site. The following nature objectives have been used to design the green infrastructure for The Landings:

- Identify opportunities for increasing habitats within the site to create a rich matrix, such as replacing single-species evergreen hedgerows and tree belts with mixed native species;
- Ensure that there are some areas where people are discouraged from entering to allow nature to thrive without conflict;
- Provide green routes through the site that allow wildlife corridors to permeate into the heart of The Landings that retain existing vegetation that provide foraging routes for wildlife;
- Provide a wide range of predominately native plant species that provide seasonal pollen-rich flowers and fruit that provide habitat and a source of food for wildlife; and
- Explore whether recycled material (e.g. runway concrete) from the site can be used to create new habitat, such as hibernacular, bug hotels or dry meadows.

PRIDE AND BELONGING

The green spaces within the site will enhance the landscape within the parish of Ford that will inflate pride and a sense of belonging for new and existing communities. The following objectives assist within this vision:

- Interpreting the history of the site through material choice, design language and public art that is unique to Ford Airfield;
- Providing high quality meaningful open spaces that can be used for a range of activities;
- Screening views to less desirable neighbouring land uses by structural planting that improve amenity; and
- Designing green spaces that are safe and attractive for all ages to enjoy.



5.4 LANDSCAPE CONCEPT

The concept is based upon a figure of eight pinching in the middle. A new local centre is proposed at this point, which is the linchpin to the neighbourhoods north and south. The southern neighbourhood is influenced heavily by the geometry of the former runways whereas the northern neighbourhood is more influenced by the village of Ford and its rural setting.

The figure of eight will become an attractive loop walk connecting green spaces through the site as well as local communities. Two large parks are proposed for each neighbourhood that will be shaped by their heritage and setting to create distinctive green spaces benefitting the local area. The existing public footpath running east-west will be a key green corridor through the site linking communities to facilities.

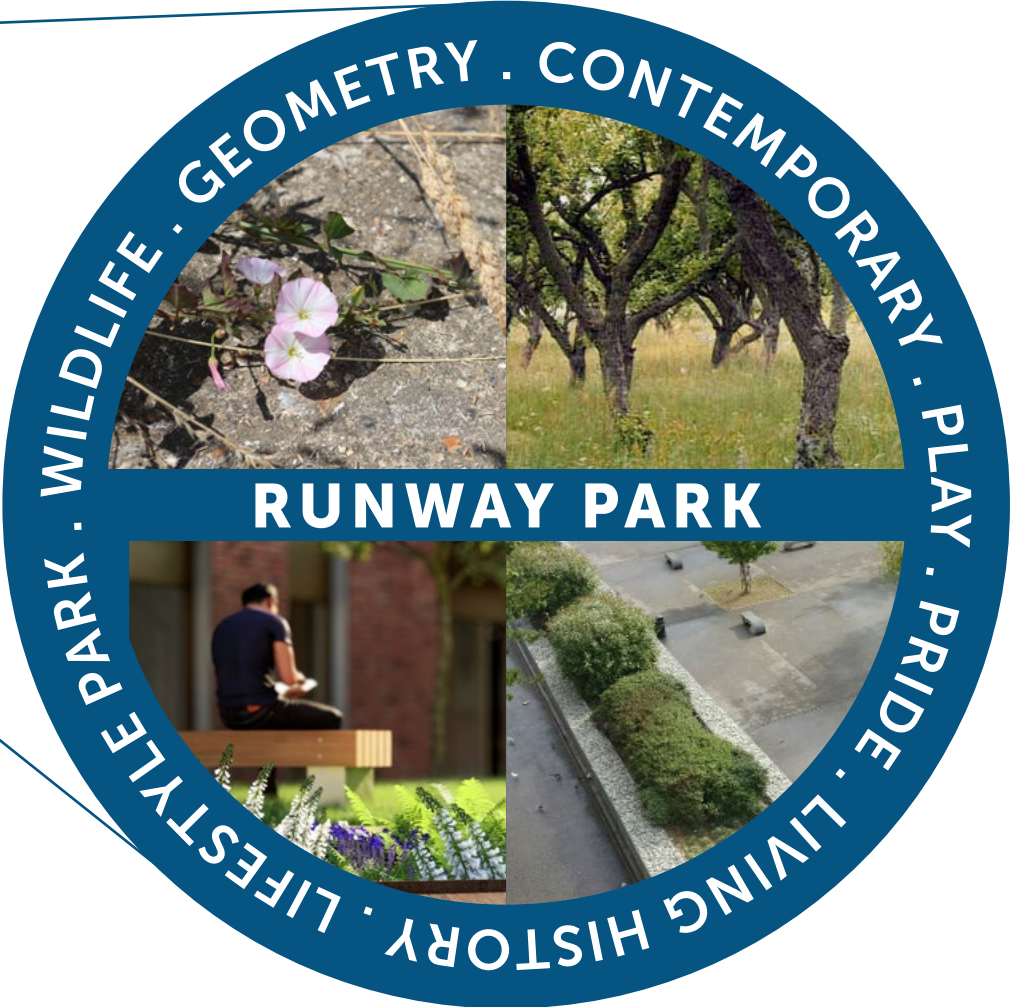
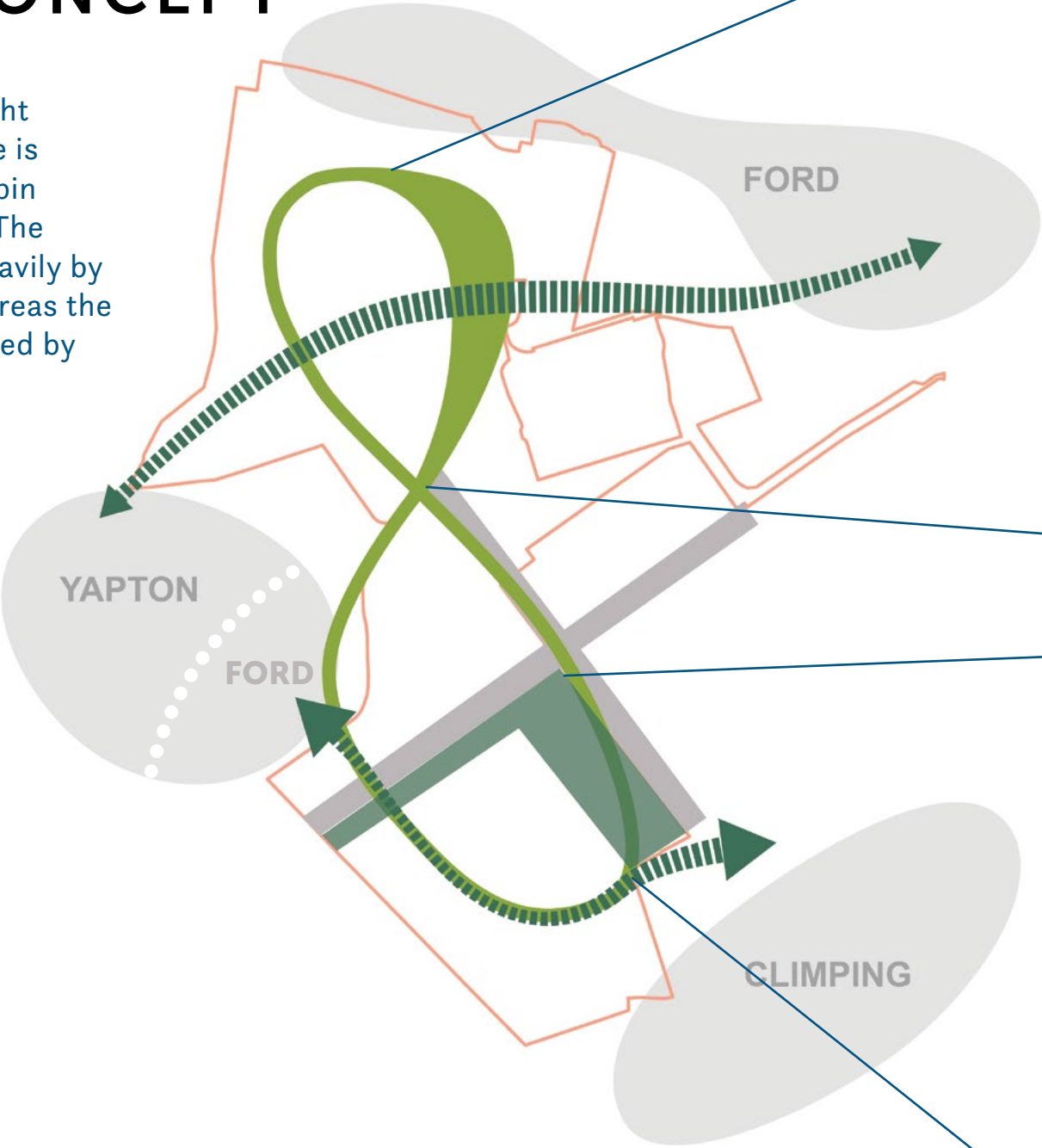
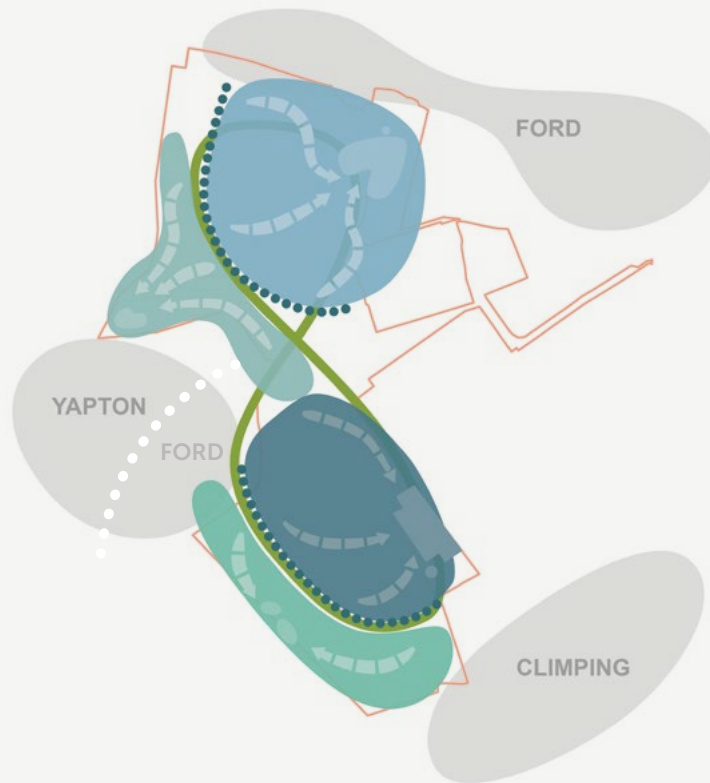


Figure 97: Landscape Concept

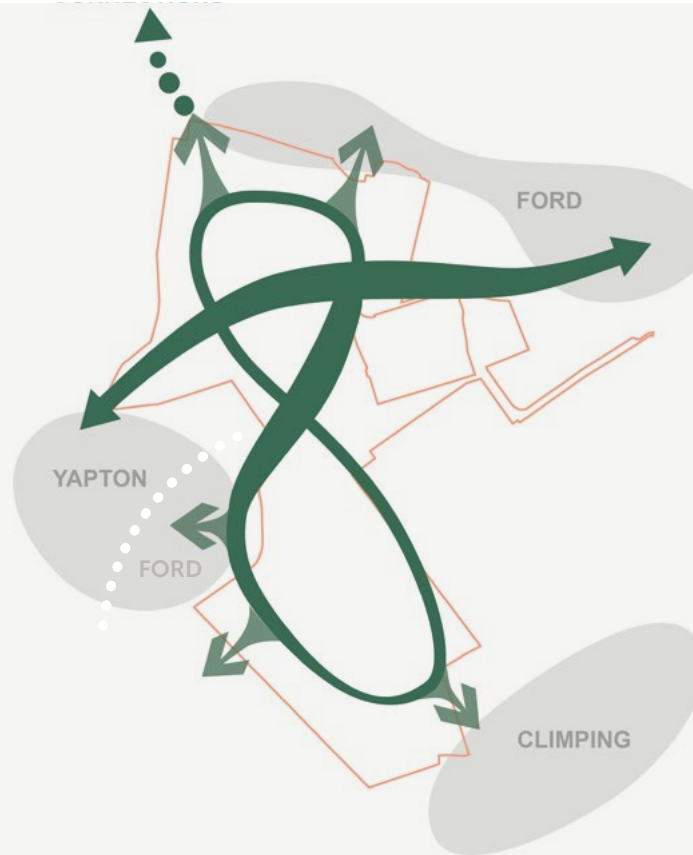
5.5 LANDSCAPE STRATEGY



DRAINAGE

The site is generally flat with subtle variations in topography across the site leading to different catchment areas for surface water drained by gravity. The underlying geology of the site means that little water can infiltrate naturally and so generally storm surface water needs to be collected and then discharged at greenfield rate to local watercourses. As the site is flat, treated water will be pumped to a watercourse east of the site with the exception of an area within the southwest of the site that will have its surface water fed by gravity to local sewers in the west.

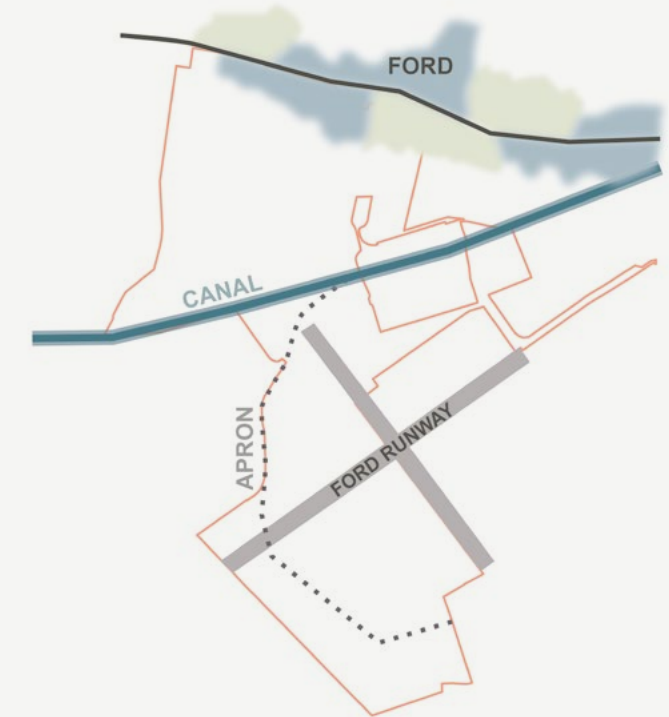
With regards to the location of attenuation basins, these are generally located at the lowest point within a catchment area. However, as the underlying water-table is high across the south of the site, the basin is located where this is lower, to the southeast.



CONNECTIVITY

As outlined under the landscape concept, the connectivity of the site is based around a figure of eight, drawing together the north and south neighbourhoods with a pinch-point in the middle at the local centre. This figure of eight will use the original alignment of the airfield's runway apron, part of which is a public footpath in the south of the site as well as new footpaths and cycleways through open spaces and along key 'green' streets.

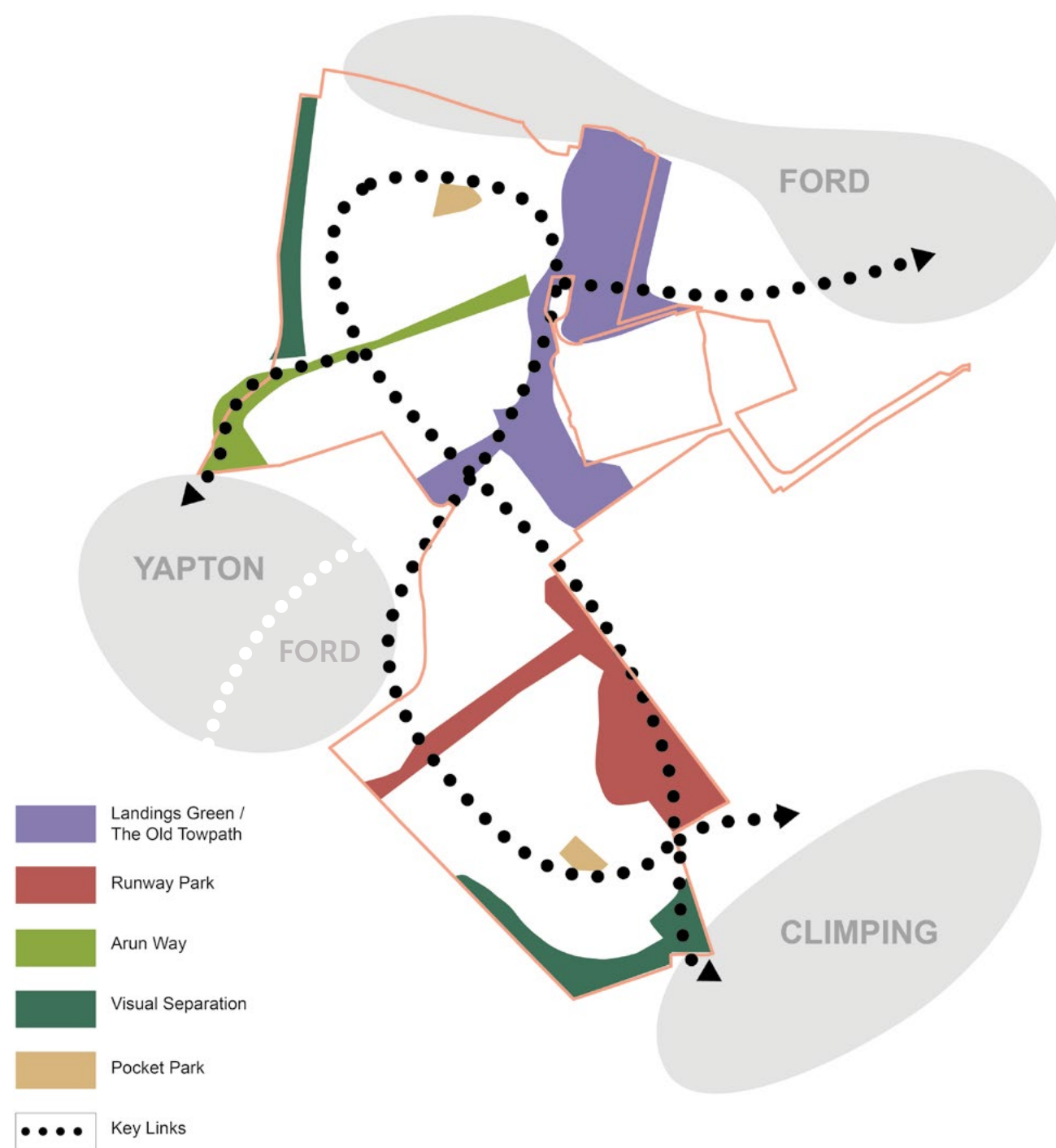
Links to existing communities and facilities are vital, therefore spurs off the figure of eight will link with neighbouring Ford, Yapton and Climping. The existing public footpath crossing through the northern neighbourhood will be a key safe route linking Yapton and the site with Ford and Ford Train Station.



LAND MEMORIES

The unique history of the site needs to be celebrated within the proposed open spaces and 'green' streets. The former runway and its apron influence the southern half of the site whilst the north is influenced by Ford Lane and its associated development occurring on opposite sides of the road, with stretches of undeveloped land between.

The former Arundel Canal that crossed through the site is located between the above two characters and provides a transition line for open space character. To the south, references to the former airfield; to the north, the setting of Ford village. The alignment of the canal will be celebrated along a 'green' street ending in an open space that will use landform and water to reinterpret this feature.



KEY LANDSCAPE SPACES

With the development of the masterplan with the aforementioned landscape concept and strategy, the key landscape spaces for the site are illustrated above. These include Runway Park, Landings Green and Arun Way. Visual separation between the site from Yapton and Climping are identified as key landscape treatments within the masterplan. The following pages of this section describe these spaces in more detail with reference to their character and function.



Figure 98: Illustrative Landscape Masterplan

5.6 RUNWAY PARK

Runway Park is located in the southern half of the site, which as its name suggests, takes its inspiration from the former airfield. The geometry of the former airfield should influence the design of the park through use of grids and axis. Public art and materials should be used to make reference to the history of Ford as an airfield creating a rich tapestry of immersive yet contemporary green spaces. Recycling concrete from the runway through use of gabions, crushed gravel paths and street furniture should be explored.

The linear western park takes its alignment from the former airfield, creating a meaningful green corridor through the site that provides incidental play, formal and community gardens, recreational routes and a fitness trail. Dwellings overlooking the space will create enclosure and informal surveillance of the space, creating an urban character. This linear park ends at a pedestrian entrance into Ford Market where a bespoke fence and gate that marks the significance of the runway should be located.

The more substantial eastern park provides a broad range of activities including formal and informal play, allotments, community orchard, surface water attenuation, recreational routes, formal gardens and natural areas for wildlife to thrive. Woodlands, tree and perimeter planting will help to soften views to the neighbouring Viridor and Rudford Industrial Estate, as well as creating new habitat. Grids of trees and orchards will interpret the geometry of the airfield axis.

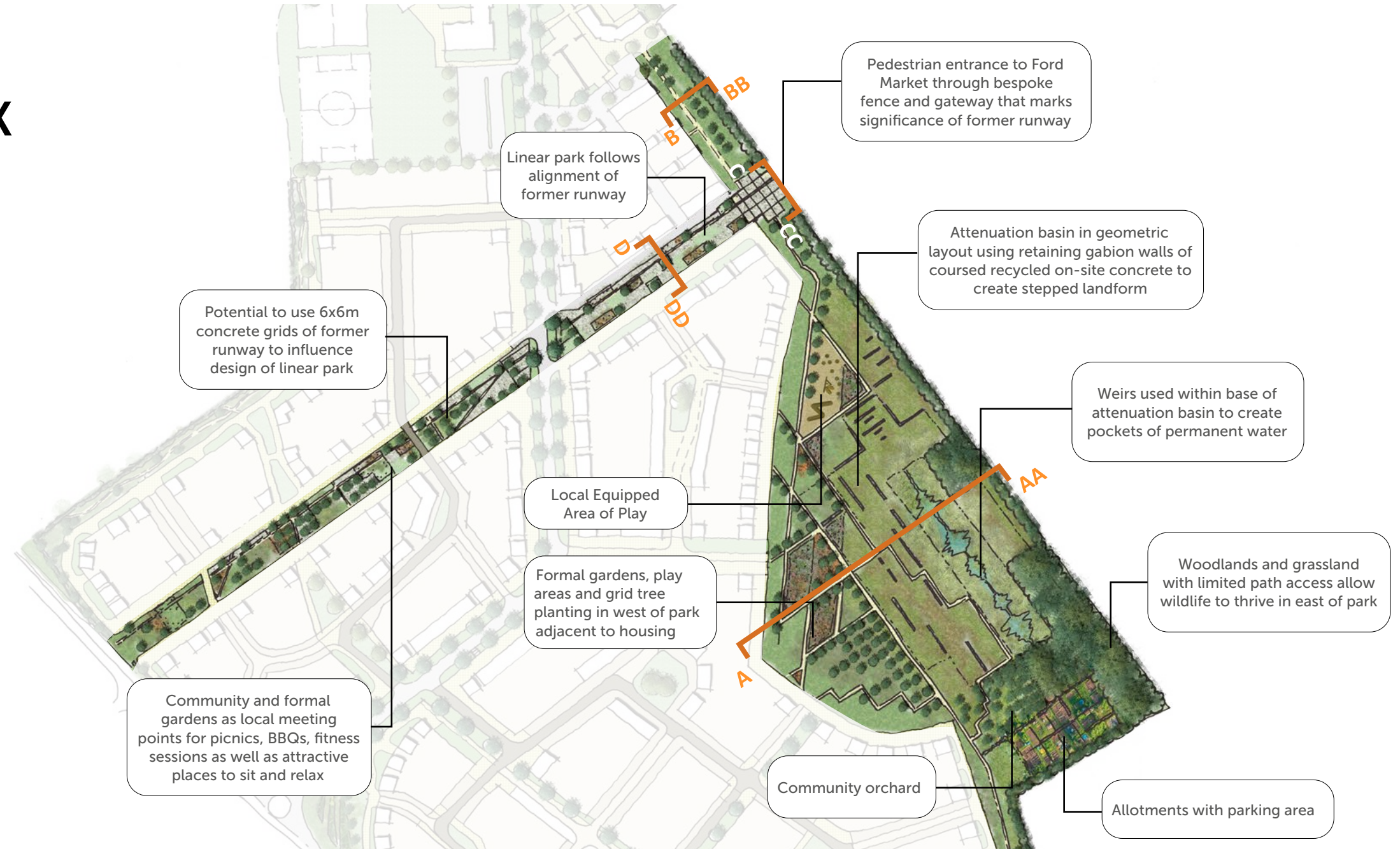


Figure 99: Concrete materials used to reflect airfield history



Figure 100: Natural play using stone and concrete



Figure 101: Gabion walls using recycled concrete providing structure in parkland



Figure 102: Grids and geometry used in landscape to reflect axis of former runways

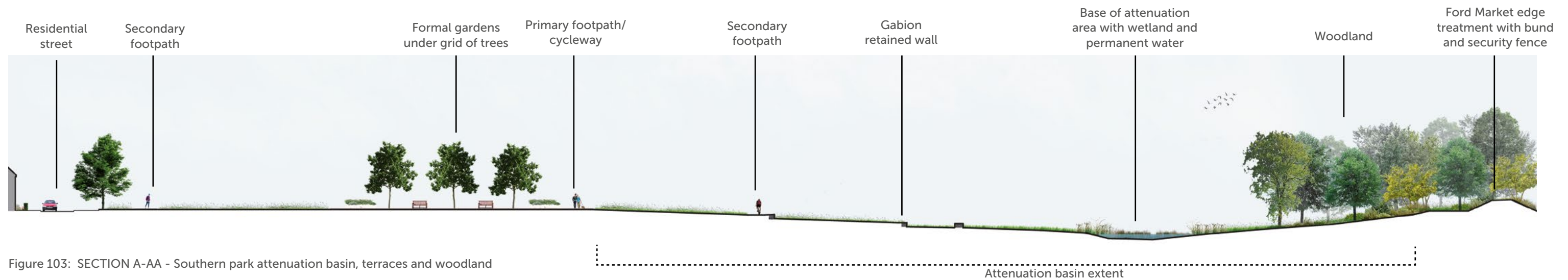


Figure 103: SECTION A-AA - Southern park attenuation basin, terraces and woodland



Figure 104: SECTION B-BB - Edge treatment to Ford Market

Section A-AA illustrates how the recycled concrete gabion retained walls could be used to create a stepped landform within the park to create structure and interest. Attenuation basin design to be refined at detailed design.

Section B-BB illustrates the proposed landscape treatment to the edge of Ford Market with a 1m high bund and 1 in 2 slopes planted with generally native shrubs and trees to create a green screen in front of a metal security fence. This treatment will improve visual amenity to new residents and create a wildlife corridor through the site.

Section C-CC illustrates a potential design response to creating a feature at the end of Runway Park at the entrance to Ford Market by interpreting the significance of the former runway.

Section D-DD illustrates how the linear park could be used and structured.

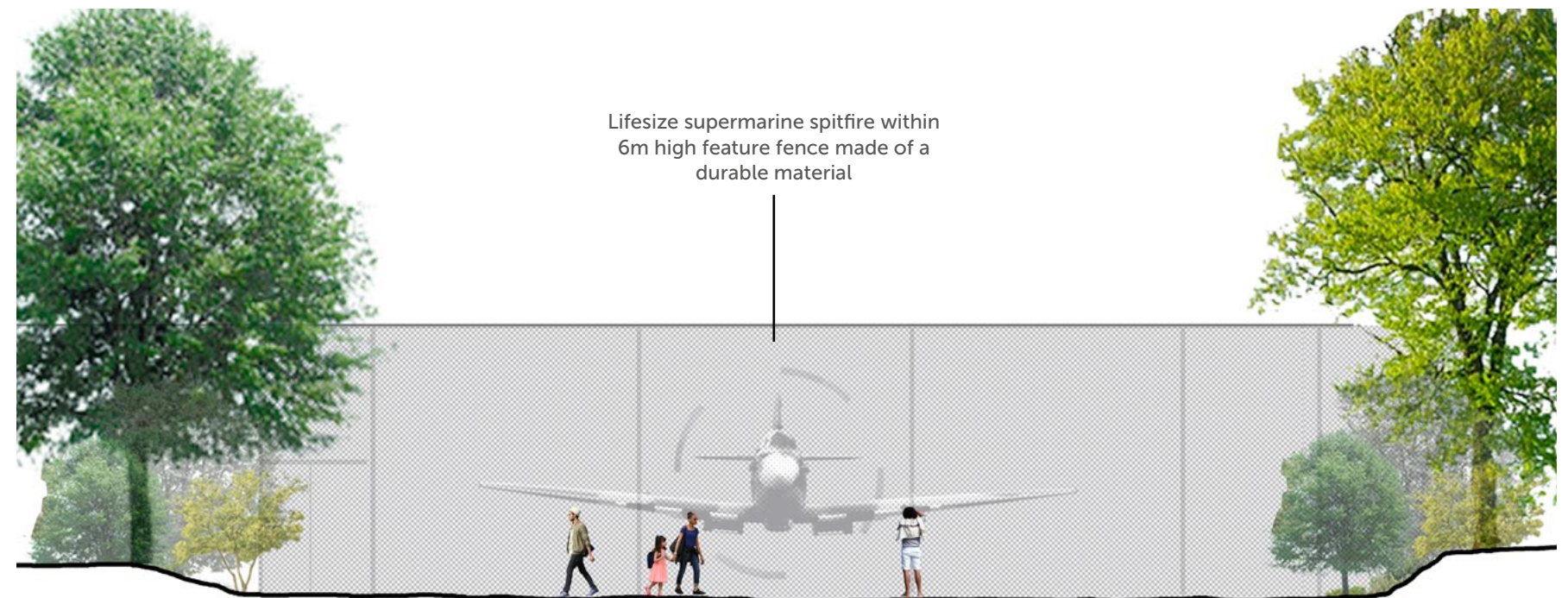


Figure 105: SECTION C-CC - Pedestrian gate and feature fence at end of Runway Park to Ford Market



Figure 106: SECTION D-DD - Former runway linear park

5.7 LANDINGS GREEN

Landings green is a large park that stretches from the local centre in the south through to Ford Lane in the northeast. The park transitions from an urban park at the local centre which includes a Neighbourhood Equipped Area of Play (NEAP) through to sports fields edged by the former canal before heading north along a green corridor that leads to a significant area of open space in a traditional parkland character on the edge of Ford.

Landings Green, being influenced by the village setting of Ford, is more traditional and informal in character, when compared to Runway Park, with sweeping, organic paths and planting.

The attenuation basin in the north is designed to be like a small scale valley landform with undulating topography to provide a soft, natural feature. Gradients of the slopes vary across the basin to allow visual variety as well as cater for gentle changes in level that can still be used by the public for walking or recreational activities.

An area for allotments is located to the north and public rights of way through the park are retained and enhanced.

The sports field is large enough to include two senior sized football pitches and are located adjacent to the Sports Arena which can provide changing facilities to users.

Woodland is located around neighbouring land uses to the east, along with a 10m wide buffer treatment, that provides for visual and noise attenuation. Woodland to the north can include a glade for use by local community groups for forest school.



Figure 107: Urban park



Figure 108: Sports field



Figure 109: Parkland



Figure 110: Allotments

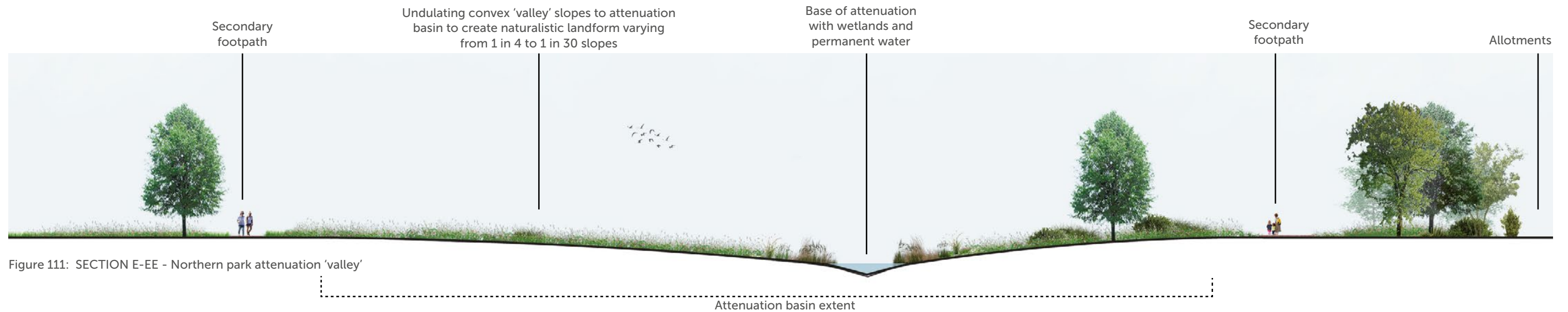


Figure 111: SECTION E-EE - Northern park attenuation 'valley'



Figure 112: SECTION F-FF - Urban park at local centre

Section E-EE illustrates the gentle sloping 'valley' sides of the attenuation basin in the north of Landings Green creating an undulating parkland. Attenuation basin design to be refined at detailed design.

Section F-FF illustrates the interface between Yapton, the primary street through the site and the urban park at the local centre. This green space will be a gateway for people travelling north-south as well as east-west through the site. The urban park needs to be a well designed and high quality area of public realm.

Section G-GG illustrates the proposed landscape treatment to the edge of Grundon with a 1m high bund and 1 in 2 slopes planted with generally native shrubs and trees to create a green screen in front of a metal security fence. A 1m high acoustic fence on the top of the 1m high bund will provide noise attenuation for residents from Grundon.

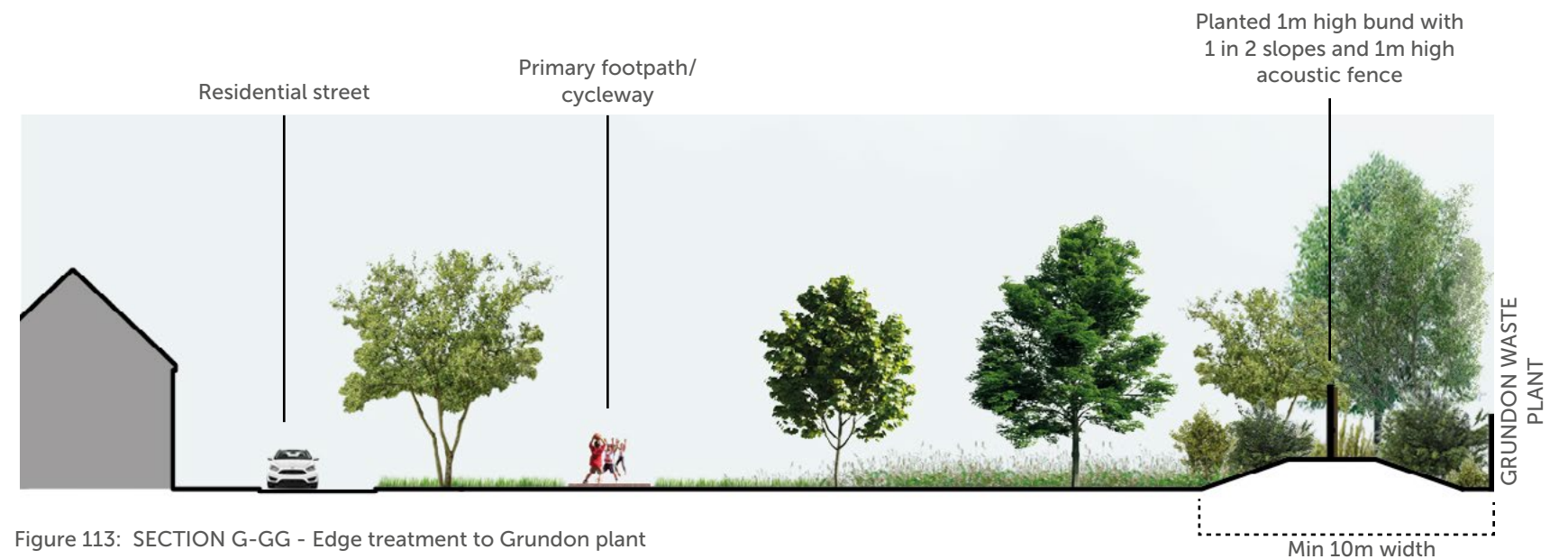


Figure 113: SECTION G-GG - Edge treatment to Grundon plant

5.8 ARUN WAY

Arun Way provides a beautiful green link across the development providing a key east-west path between Yapton and Ford for people and wildlife. The existing native hedgerow and treeline will be retained along with the public footpath, which will be enhanced by improved surface treatment to provide for pedestrians and cyclists, lighting and seating areas.

To the west, a surface water attenuation basin is located which will provide a gateway space into the site from Yapton. Section I-II illustrates how this could be designed to provide an informal edge to the west and a formal retained edge to the east.

The existing line of conifers at the west of this walk will undergo a slow transformation into a less conspicuous line of native trees and low hedgerow through phased replanting to ensure that the screening properties of the field boundary are maintained.



Figure 114: Informal natural play



Figure 115: Footpath/cycleway

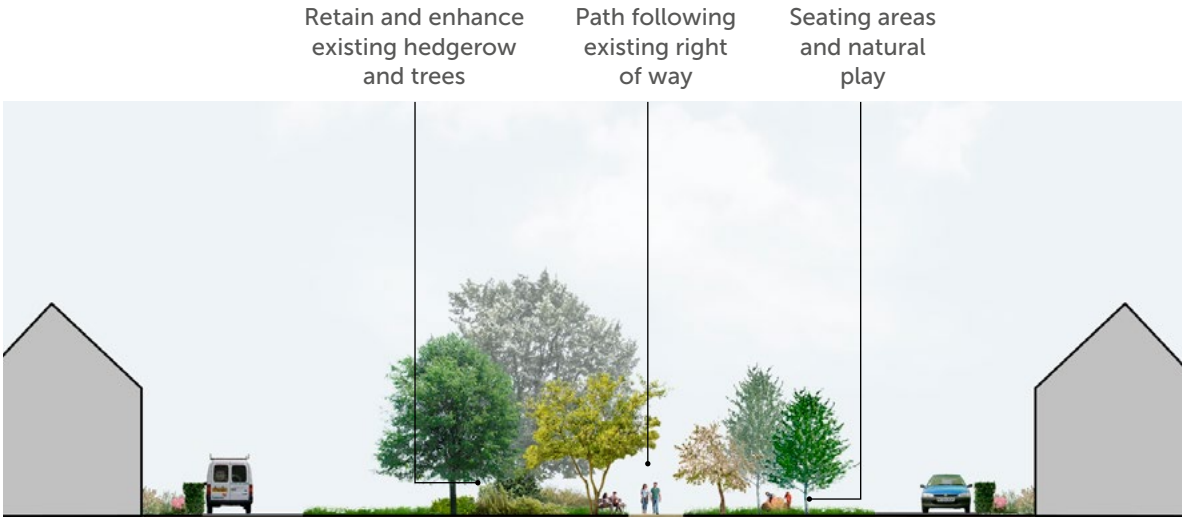


Figure 116: SECTION H-HH- Arun Way corridor



Figure 117: SECTION I-II - Attenuation basin

Attenuation basin extent - Attenuation basin design to be refined at detailed design.

5.9 VISUAL SEPARATION

Arun District Council’s policy for the Ford allocation (SD8) requires that visual separation is maintained between Ford and Yapton and Climping and Ford. This has been achieved through the location of development and provision of landscape treatments.

To the south, visual separation between Climping and Ford has been maintained by setting built form back from Horsemere Green Lane by a minimum of 60m. The space between development and the site boundary will be planted with a native woodland that is a minimum of 20m deep to provide screening between The Landings and Climping. This woodland can also be used for informal recreation as well as habitat creation to increase biodiversity on the site.

To the north west, visual separation will generally be achieved through distance between the site in the east and Yapton Conservation Area to the west (c. 500m). This along with a new hedgerow and tree boundary along the western edge of the site, will soften and in places screen the proposed built edge.

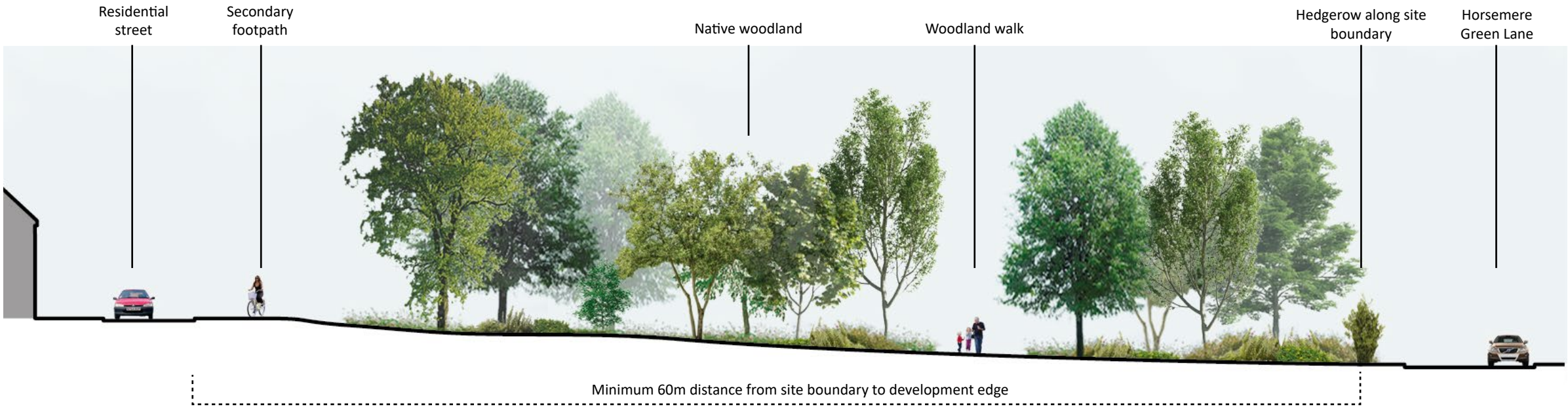


Figure 118: SECTION J-JJ - Climping edge treatment



Figure 119: Visual Separation Areas

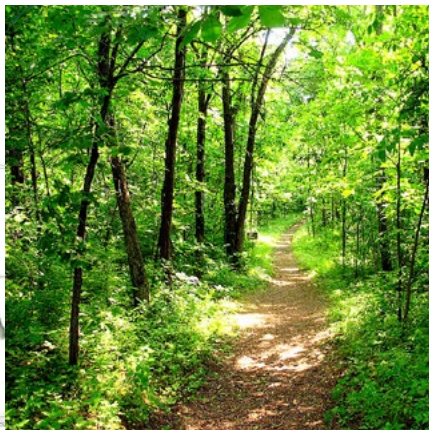


Figure 120: Woodland walk through Climping edge treatment



Figure 121: Hedgerow and tree treatment to Yapton edge

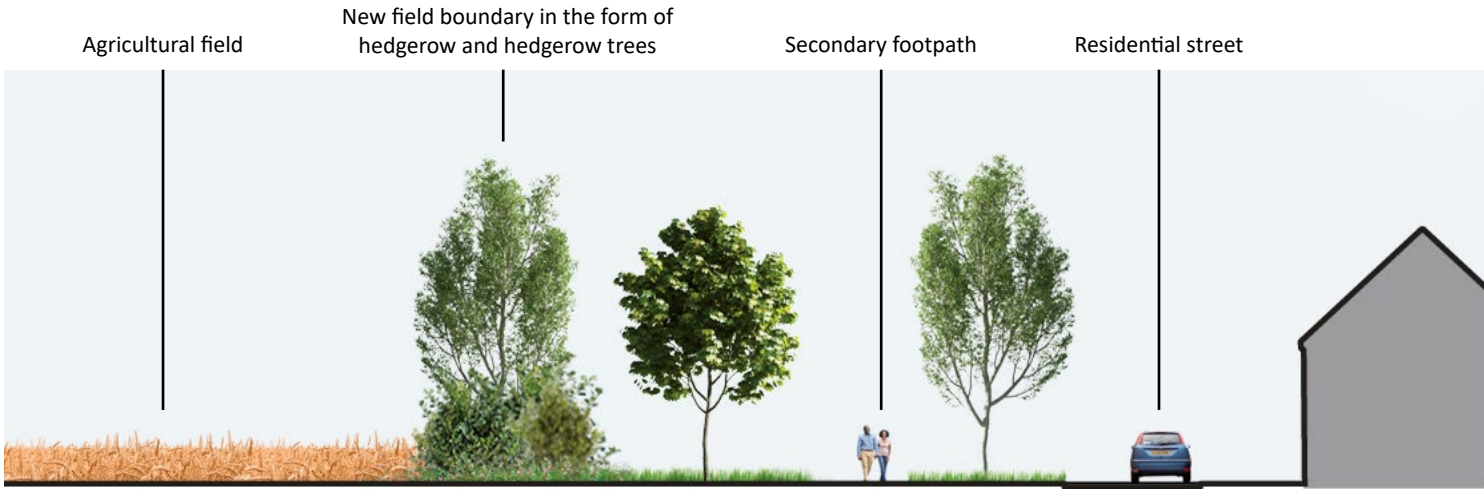


Figure 122: SECTION K-KK -Yapton edge treatment

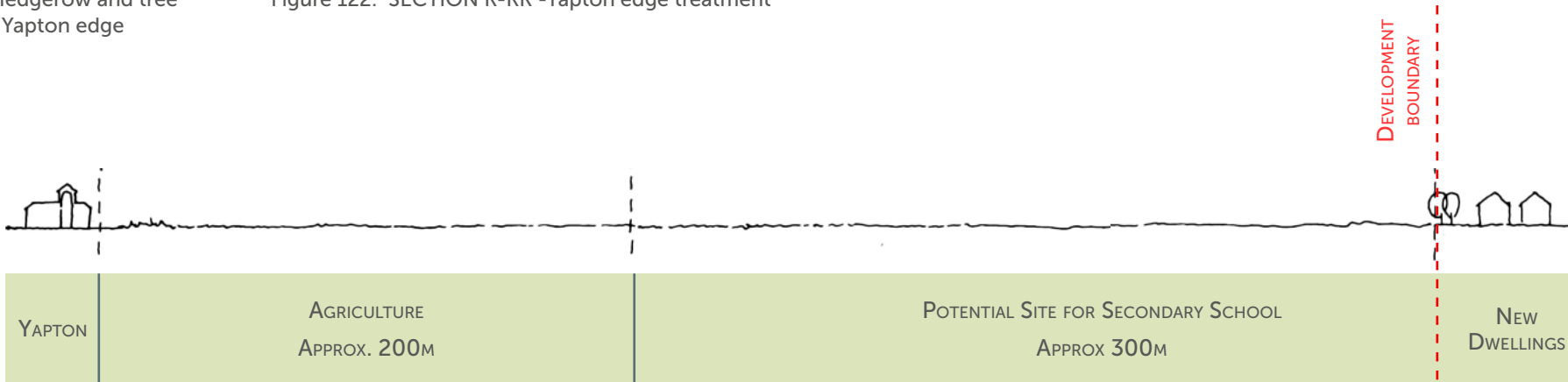


Figure 123: Western Boundary - Visual Separation with Yapton - Illustrative Section

5.10 OPEN SPACE PROVISION

The proposed Green Infrastructure provision associated with The Landings is illustrated in this section.

Overall, The Landings provides significantly more public open space than the required area for a development at this scale based on the requirements specified in the public open space standards. The typology of public open spaces in the site consists of formal sport pitches, children’s play spaces, amenity green space, parks and gardens, natural and semi-natural green spaces and allotments.

The green buffer and attenuation basins within the site are not considered as public open space. However, these areas will contribute to the overall green setting of The Landings and inform its character.

The table below specifies how The Landings provides different types of open spaces required by the standards set by Arun District Council (Arun District Council Open Space SPD January 2020). These different typologies are found throughout the

site and will have their own unique characters in the green spaces as explained in previous sections that offer a range of recreational, social and community activities.

These open spaces will contribute to enhancing the biodiversity and ecological qualities within and around The Landings.

	Arun District Council Public Open Space Standards		Indicative On-site Provision	
Open Space Typology	Per 1000 population	For 1500 dwellings*	Ha	Ac
Formal Open Space				
Outdoor Sports	0.86ha	3.23ha	3.23	7.98
Public Open Space				
Amenity Green Space	0.60ha	1.98ha	2.14	5.29
Natural & Semi-natural Green spaces	1.80ha	5.94ha	7.36	18.19
Parks & Gardens	0.80ha	2.64ha	3.15	7.78
Play for Children and young people	0.55ha	1.82ha	1.83	4.52
Allotments	0.25ha	0.83ha	0.98	2.41
TOTAL POS	4.86	16.04	18.69	46.18

* Population based on an average of 2.5 persons per household

- Amenity Green Space (2.14 ha)
- Natural and Semi-Natural Green Spaces (7.36ha)
- Parks and Gardens (3.15 ha)
- Allotments (0.98 ha)
- Outdoor Sport (3.23 ha)
- 1 x Neighbourhood Equipped Area for Play (NEAP) and Multi-Use Games Area (MUGA)
- 3 x Locally Equipped Areas for Play
- 6 x Local Landscapes Areas for Play / Local Areas for Play
- Green Buffer (5.52ha)
- Attenuation Area (2.8ha)

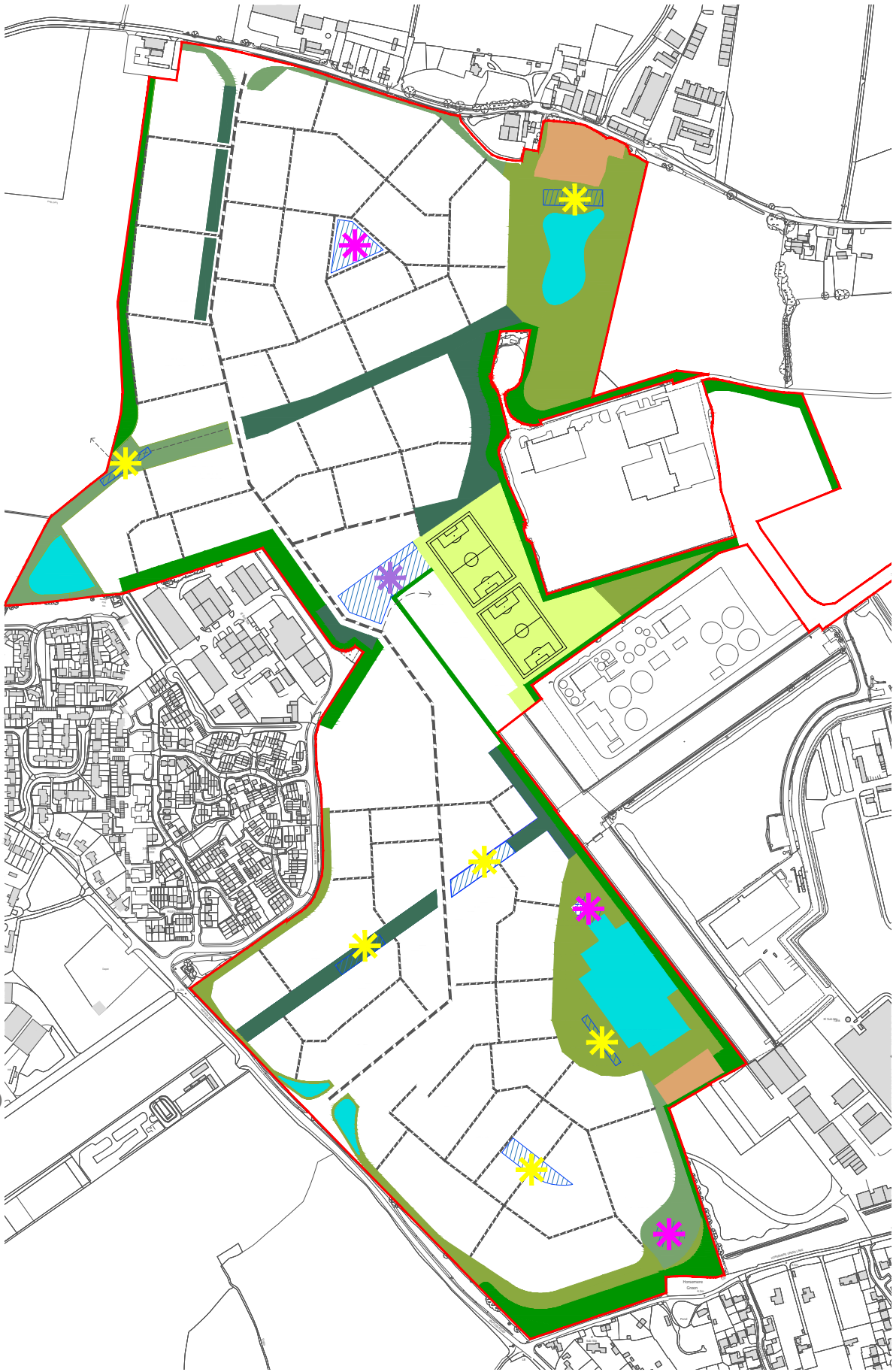


Figure 124: Open Space Typology

5.11 PLAY PROVISION

Three Locally Equipped Areas for Play (LEAP) and one Neighbourhood Equipped Area for Play (NEAP) will be included in the development with suitable walking distances for children and young people to access play areas independently.

One LEAP will be placed in a doorstep green to the north and one LEAP in Runway Park and one LEAP in the south of the site close to Climping. A NEAP will be located adjacent to the urban park of Landings Green near to Flying Fortress, sports pitches and local centre. A Mulit-Use Games Area (MUGA will also be located adjacent to the NEAP.

In addition to these formal areas of play, additional Local Landscapes Areas for Play and Local Areas for Play will be located throughout the Site including activities such as informal play, outdoor gym, willow sculptures and seating will be incorporated into the open spaces to enable all age groups to play, exercise and relax.

The outline proposals for the Landings indicate 1.83ha of play, which meet the standards set by Arun District Council. Play areas such as the LEAPs and NEAPs will be distinctive, playful environments for all ages that encompass the required play equipment. Thus The Landings aims to deliver high quality playgrounds that provide for its own and neighbouring residents to enjoy.

Equipped play areas will make use of natural materials, encouraging imaginative play, exercise, and exploration of risk in a controlled environment. Provision will also be made for accessible play equipment for those with disabilities.

Where possible, fences will be avoided to allow different aged children to socialise and play together, and children of different abilities to access play equipment without being discouraged by prescriptive signage or barriers

¹[Guidance: Play England, Design for Play 2008, Fields in Trust ‘Beyond the Six Acre Standard’]



High quality substantial **Wooden** play area with multiple age equipment



High quality **Metal** play equipment with more urban colourful styling



Leap 2, 3 - Targeted **Natural** Play - used to tie into the education of wildlife

LEAP 3

6. ACCESS AND MOVEMENT



6.1 ACCESS AND MOVEMENT
STRATEGY

6.2 WALKING AND CYCLE

6.3 PUBLIC TRANSPORT

6.4 VEHICULAR ACCESS AND
MOVEMENT



6.1 ACCESS AND MOVEMENT STRATEGY

CONNECT THE NEW TO THE EXISTING SETTLEMENTS

The proposed development will create a convenient, legible and attractive network of routes to link to and integrate with the surrounding settlements. The movement strategy for the site will favour walking and cycling, alongside improvements to bus connections to provide sustainable mobility.

LINK TO FORD RAILWAY STATION

The proximity of the site to Ford Railway Station is a key asset. The proposed development will bring deliver enhancements to the existing route to the train station, including off-road pedestrian and cycle routes, to improve connectivity.

IMPROVE ACCESS TO THE COUNTRYSIDE

Beyond daily commuting and movement within the development, the network of walking and cycle routes that will be interwoven with the improved open space network, will link to the wider network of walking and cycle routes to improve the accessibility of the surrounding countryside.

New and improved connections to the public rights of way will be brought forward to further enhance connectivity of the site including connections to:

- Footpath 363 towards Burndell and Yapton;
- Footpath 366 and 366.1 towards Ford Lane; and
- Footpath 175 which provides an alternative connection to Ford Road.

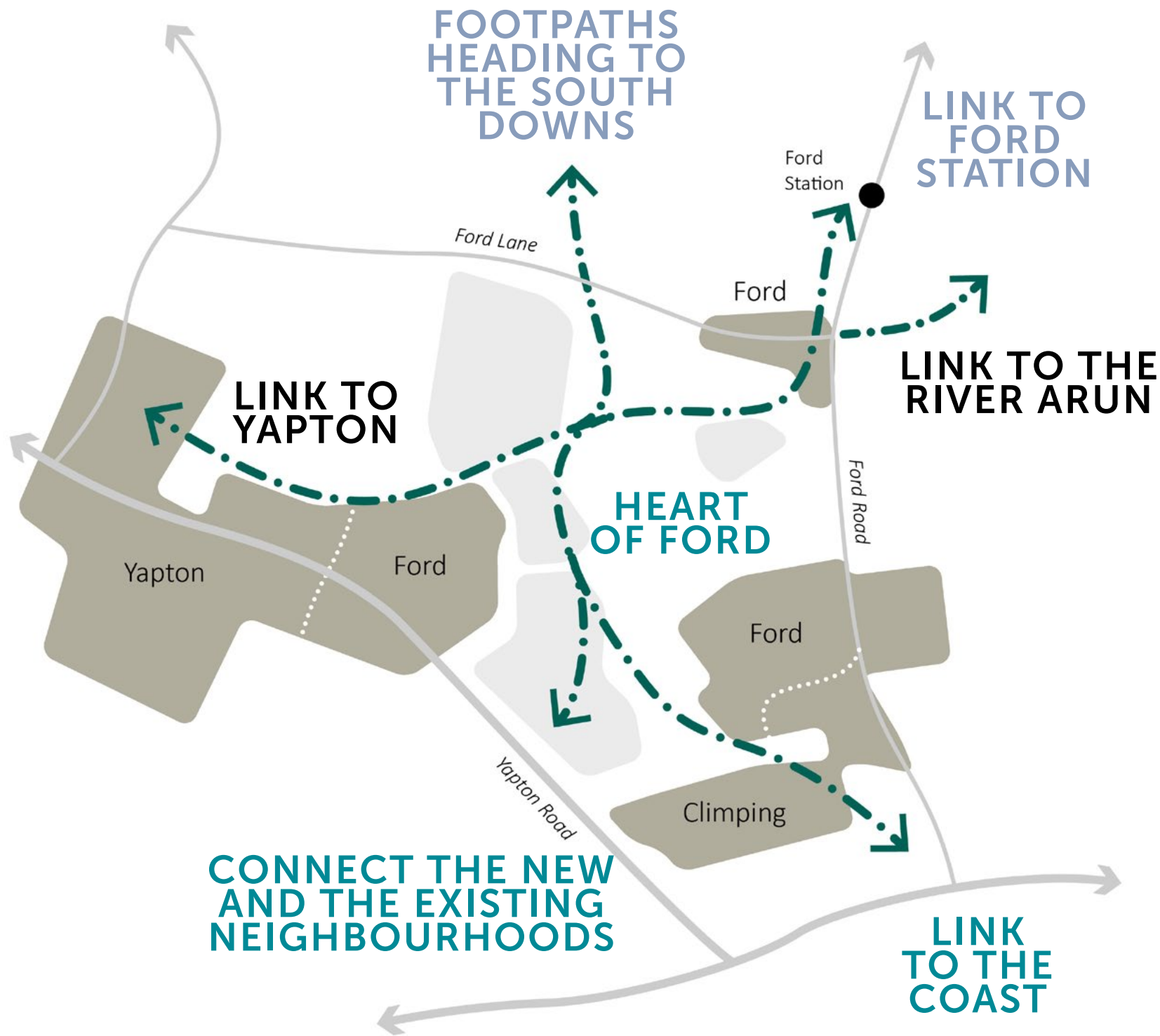


Figure 125: Concept Diagram: Connected Communities

6.2 WALKING AND CYCLE

A WALKABLE NEIGHBOURHOOD

The location of the Heart of the new neighbourhood at the centre of the proposed development will make it reachable on foot from each part of the development in less than 10 minutes, hence discouraging internal vehicular movement.

The public realm treatment will include a pedestrian and cycle way adjacent to the main spine street, and the internal streets will include footways, traffic calmed street sections i.e. mews streets and/or shared surfaces, to provide priority to people walking and cycling.

Most of the primary non-vehicular routes will meet at the local centre, which will facilitate navigation through the network and will reinforce its role as the Heart of the community.

LINK TO FORD STATION

Maintaining and improving the link to Ford Station is crucial to deliver a sustainable scheme. The current route along the existing public right of way will be improved, and the future diversion of the traffic to Grundon to the south along the existing access to the runway will make the route to the station safer and more attractive.

IMPROVE ACCESS TO THE SURROUNDINGS

All the existing footpaths crossing the site will be retained and integrated within the new network of public open space and key walking and cycle routes.

To the north of the development, the existing footpath from Yapton to Ford will define a key green corridor linking Yapton to the River Arun, reinforcing its role as a primary leisure route for the whole area. From this link, connections will be made to the north through existing footpaths to link to the wider network heading to the South Downs.

To the south, existing footpaths and enhancements to the established footway infrastructure will link the site to Climping and the coast, as well as providing access to the National Cycle Route 2 running alongside the A259.

In addition, new non-vehicular links will be provided to enable safe access from the local centre to Ford Market and, upon construction, the primary and secondary schools.



Figure 126: Existing link to Ford

- Key:
- Primary Internal Link
 - Existing Footpath
 - Distance to Ford Station
 - National Cycle Route



Figure 127: Pedestrian and Cycle Movement Plan

6.3 PUBLIC TRANSPORT

EXISTING BUS CONNECTIONS

The closest bus stops to the site are located along Yapton Road, approximately 500m from the centre of the site. These stops are served by the regular Coastliner 700 bus service. In addition, school bus services are available to numerous local schools including: Westergate Community School, Orniston Six Villages Academy (service 228), and Littlehampton Academy (service 615).

The Coastliner 700 service provides a genuine opportunity to travel to key destinations including Chichester and Littlehampton and provides a realistic alternative to using the car to travel given the direct and frequent nature of the service.

FUTURE BUS LINKS

There is potential for the existing 700 Coastliner bus route to be diverted to serve the whole development. This has been discussed with the operator, Stagecoach, with the creation of new bus stops to serve the local centre and each neighbourhood. The new routing strategy would involve the diversion of the service, via Ford Lane, to enter the site at the northern boundary before routing south through the site to re-join the existing alignment at Yapton Road.

To facilitate this, or any other bus services, for example a service linking the site with Ford Railway Station, the site access roundabouts on Ford Lane and Yapton Road as well as the internal layout have been designed to accommodate future bus services along the spine street.

FORD RAILWAY STATION

With its frequent direct services to Chichester, Littlehampton, Bognor Regis, Brighton, Portsmouth, Southampton and London Victoria, Ford Station constitutes a key asset to enable the scheme to foster truly sustainable mobility. As previously described within the Walking and Cycle Access and Movement Section, the development will ensure that key links to the station will be provided as part of the proposed new network.



Figure 128: Existing Bus Stop adjacent the Memorial Garden on Yapton Road

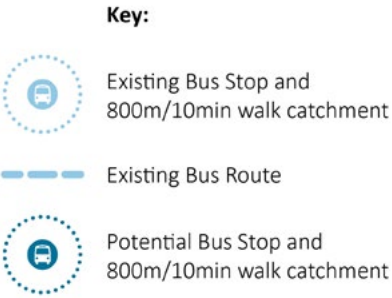


Figure 129: Public Transport Movement Plan

0 100 200 300 400 500m



6.4 VEHICULAR ACCESS AND MOVEMENT

PRIMARY ROUTE

Accesses to the north and south of the development will be provided by improving existing accesses onto Ford Lane and Yapton Road.

A primary spine street will link the new neighbourhoods through the local centre. The spine street will be provided at a width of 6.2m - 6.5m in order to accommodate a bus route in the future, and will be sided by tree lined green landscaped verges and 2.0m – 3.0m footway/cycleways to perform as primary walking routes and accommodate safe cycling to school.

When crossing the local centre and other key nodes, the spine street is envisaged to feature traffic calming measures e.g. different surface materials, raised tables and/or localised narrowing. This will have the effect of slowing traffic and give priority to people walking and cycling.

SECONDARY STREETS

Secondary streets will branch from the spine street and create a legible set of routes to facilitate navigation through the different parts of the development. Their layout, which is shown indicatively on the adjacent diagram, will favour internal loops and avoid cul-de-sac arrangements.

TERTIARY STREETS

Tertiary streets will service as local access points to small groups of dwellings. As such, they allow for a variety of different material treatment and street sections, to include mews street and/or shared surface arrangements. They will contribute to enriching the appearance of the public realm and create an attractive and welcoming street environment. This will include traffic calming measures and soft landscaping to prioritise walking and cycling, and to create occasions for informal socialising and play.



Figure 130: Traffic Calming Feature - Local Precedent

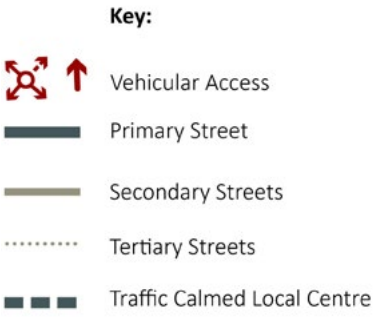


Figure 131: Vehicular Access and Movement Plan

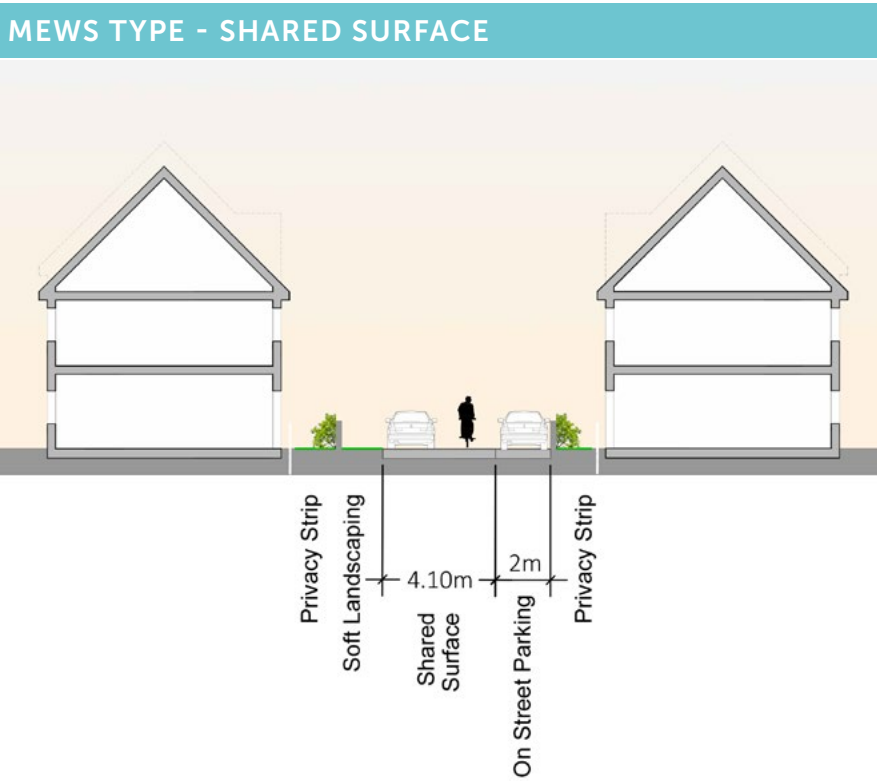
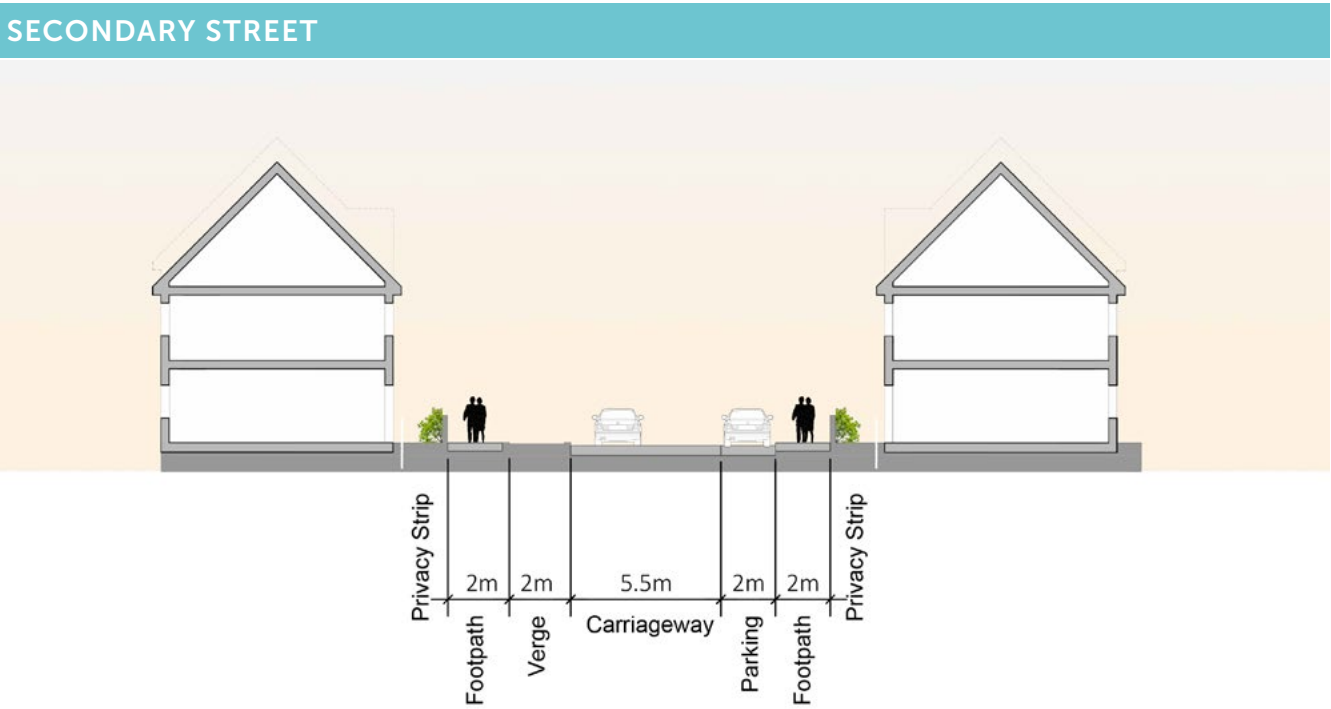
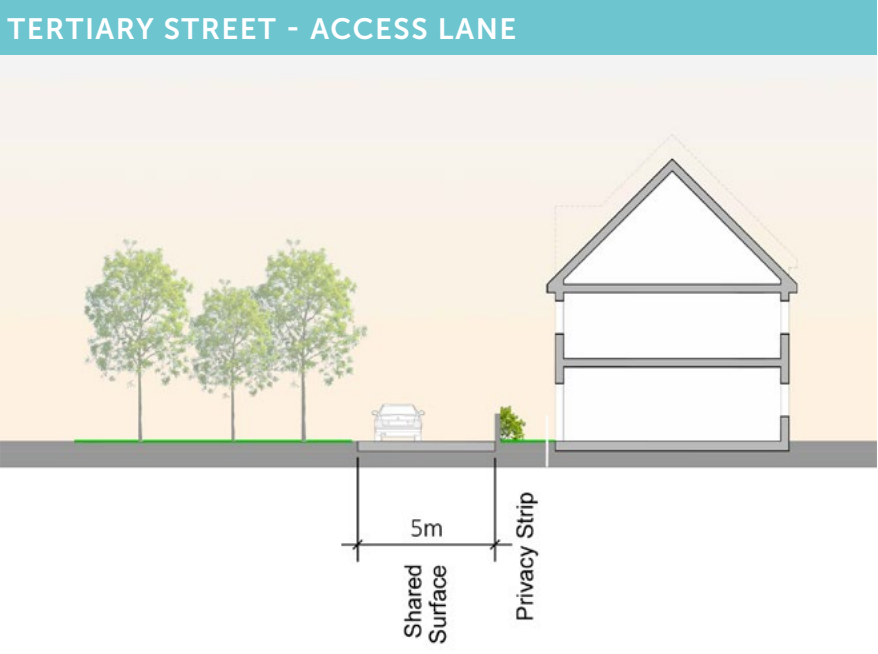
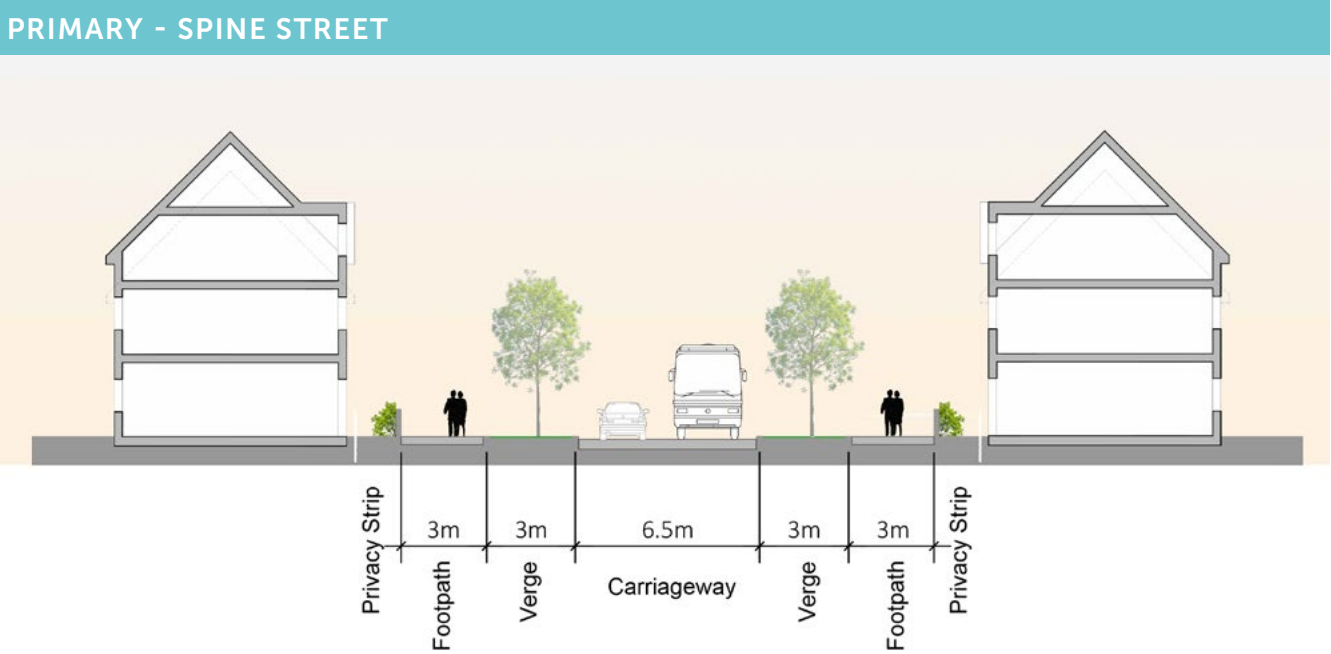
0 100 200 300 400 500m



INDICATIVE STREET SECTIONS

This page presents an illustrative set of sections that show how the design of different street types will respond to their different role within the street hierarchy, contributing to create a legible and diverse streetscape.

Specific dimensions and details are shown here for illustrative purposes, and different solutions can be presented at reserved matters stage. For the detailed design, the guidelines provided in the Manual for Streets will apply.



6.5 CONNECTIVITY PLAN

The proposals will deliver or provide a financial contribution towards improvements to the local highway and sustainable transport network, to improve the connectivity of the site to surrounding settlements, as described by the Connectivity Plan.

KEY

Site Boundary

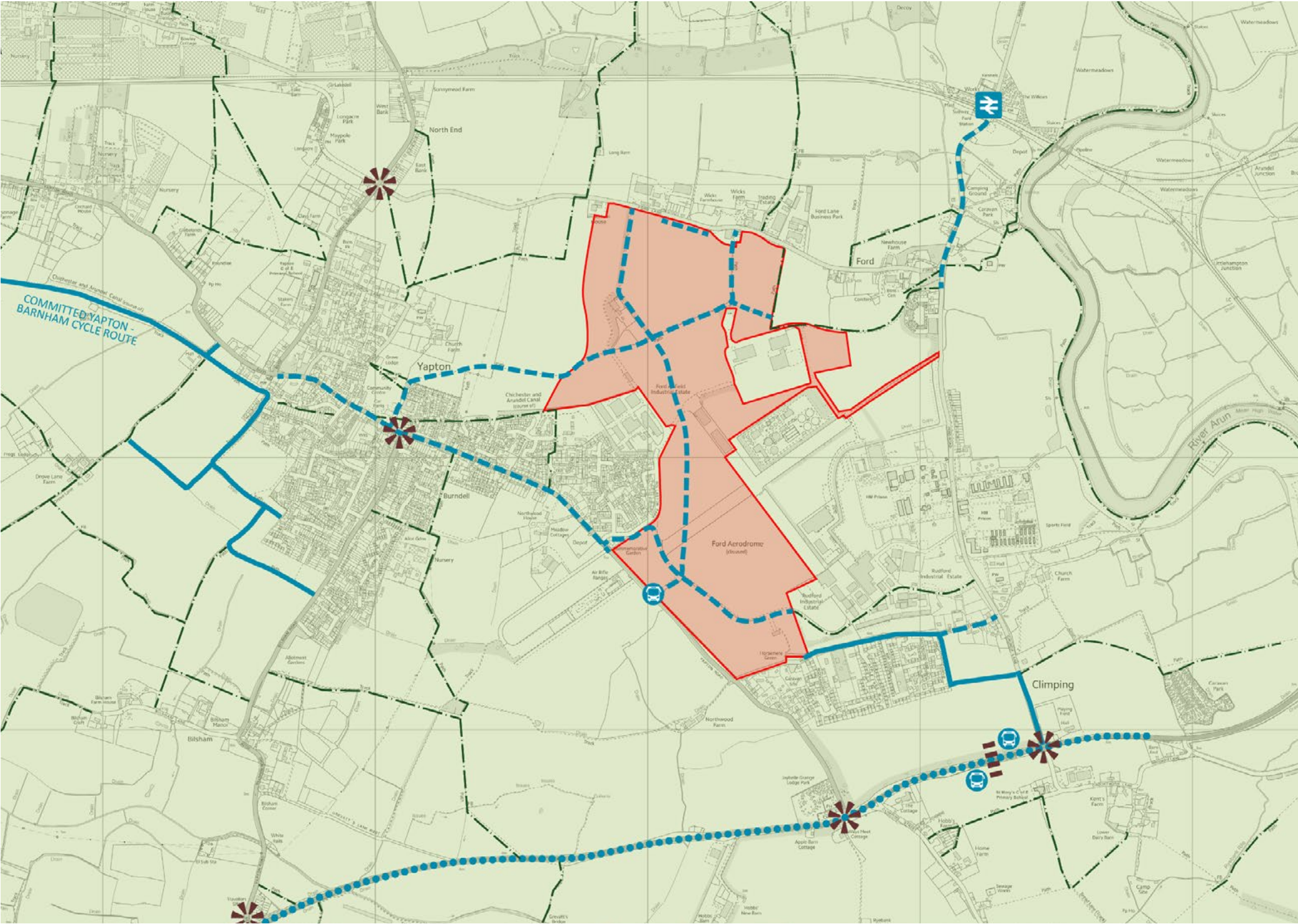
Ford Rail Station

Figure 132: Connectivity Plan



Figure 133: Sustainable Mobility Inspirations