

The Design Code: Arun Way & Landings Green

1. Primary Street North

North of the Arun Way, the primary street is characterised by the mature tree belt that is being retained providing containment to the western side of the road. The road alignment will be fairly straight, following the alignment of the trees.

The houses should provide a formal frontage, typically set back with parking in front creating a zone between the busy road and the dwelling similar to the arrangement along Station Road in Angmering.

Defining Principles:

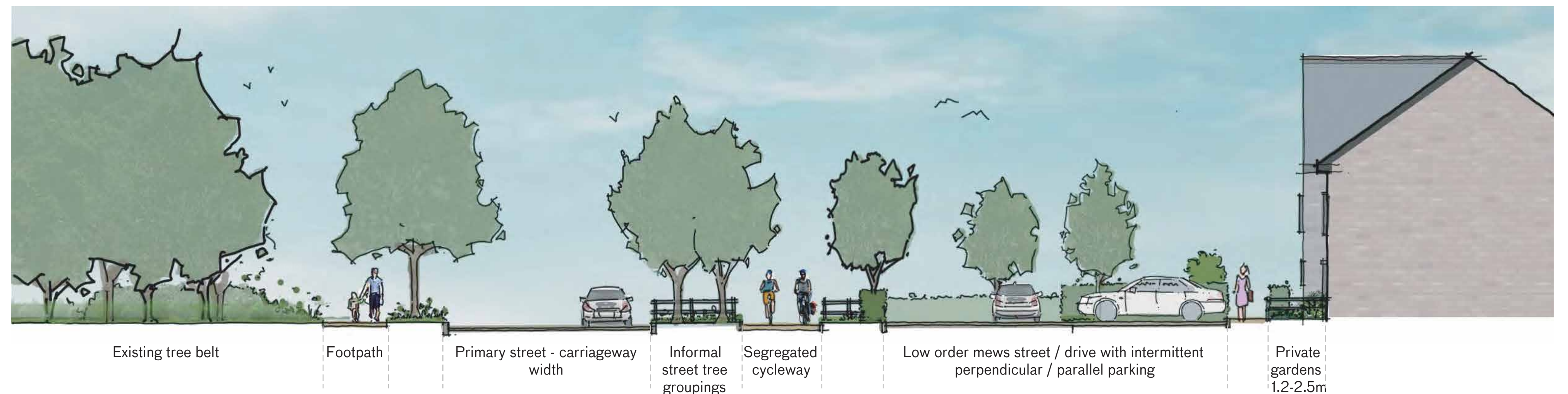
- Relatively consistent building line with all buildings fronting the primary street.
- Combination of house types to create subtle variation in the building line and roof form.
- Parking to typically be to the front of the properties within small parking courts served off a secondary mews street or private drive.
- Small apartment buildings to step forward creating a gateway on key corners e.g. at the junction with the secondary street.



	Defining characteristics
Frontages	<ul style="list-style-type: none"> • Relatively consistent building line following the alignment of the road / tree belt • Variation in the width of the building frontage but consistent spacing
Setback	<ul style="list-style-type: none"> • Relatively consistent set back - typically 21m from carriageway with parking in front • Buildings to step forward as a marker building on key corners
Building types	<ul style="list-style-type: none"> • Combination of semi detached and short runs of terraces to provide subtle deviation in the building rhythm • Small apartment buildings on key gateway corners
Building height	<ul style="list-style-type: none"> • 2 to 3 storeys, stepping up in height as approach central neighbourhood and on key gateway corners
Roof forms	<ul style="list-style-type: none"> • Varied roof forms, including straight up and over with eaves to the street, gables, hipped, and half-hipped, to give variation and visual interest to the roofscape
Front boundary treatment	<ul style="list-style-type: none"> • Mix of boundary treatments including intermittent low brick and flint walling / estate railings and clipped hedgerows • Semi-enclosed parking courts
Parking arrangement	<ul style="list-style-type: none"> • Small parking courts to the front of properties served off a secondary mews street or private drive (not directly from the primary street). Parking courts to be closed off at regular intervals with landscaping to prevent through routes.
Streets	<ul style="list-style-type: none"> • Primary street with mews / private drives running parallel - direct access for on plot parking not permitted from primary street • Cycle route to deviate at key junctions so min. 5m from carriageway



Image example from Angmering



The Design Code: Arun Way & Landings Green

2. Landings Green

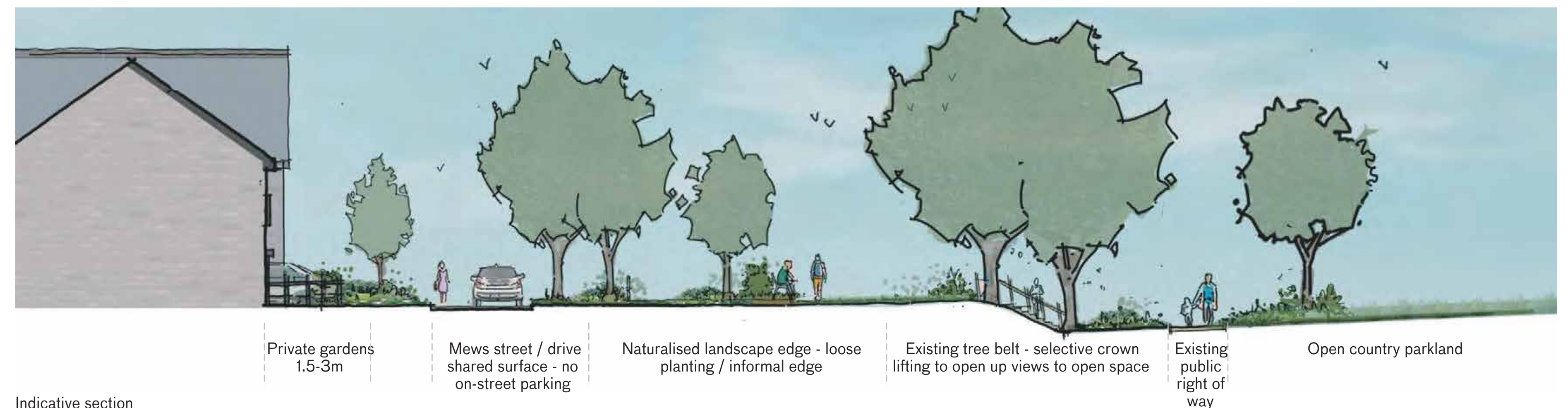
The character area is defined by the large public open space to the east, Landings Green. There is an existing mature tree belt that separates, and will largely screen the development.

Defining Principles:

Straight road alignment following the linear alignment of the existing tree belt.

- The east to west roads should terminate at natural break points within the tree belt, providing connectivity into Landings Green.
- Consistent building line that follows the road alignment, but varying building type and roof forms to create visual interest within the street scene.
- Soft, open front gardens / boundary treatments that integrate into the POS.

	Defining characteristics
Frontages	<ul style="list-style-type: none"> • Consistent building line following the alignment of the existing tree belt • Variation in the width of the building frontage
Setback	<ul style="list-style-type: none"> • Relatively consistent set back with some subtle deviation • Relatively shallow front garden depths: 1.5 to 3m due to the proximity to the green corridor
Building types	<ul style="list-style-type: none"> • Combination of detached and semi detached dwellings to provide subtle deviation in the building rhythm • Could include short runs of terraces to aid variation in building rhythm
Building height	<ul style="list-style-type: none"> • Typically 2 storeys, up to max. 2.5 storeys • Single storey garages, set back behind the building line
Roof forms	<ul style="list-style-type: none"> • Varied roof forms, including straight up and over with eaves to the street, gables, hipped, and half-hipped, to give variation and visual interest to the roofscape
Front boundary treatment	<ul style="list-style-type: none"> • Soft / open boundary treatment • Limited boundary fencing including cleft chestnut and post and rail
Parking arrangement	<ul style="list-style-type: none"> • On plot parking to the side of the property, set back from the building line so that the cars are not visually dominant from the public open space
Streets	<ul style="list-style-type: none"> • Single fronted mews streets and private drives



The Design Code: Arun Way & Landings Green

POS = Public Open Space

3. Arun Way

Along the southern edge of the northern neighbourhood Landings Green leads into Arun Way, an east-west green link that marks the transition from the northern neighbourhood to the more built up area of the central neighbourhood.

The alignment of the Arun Way follows an existing tree belt.

Defining Principles:

Consistent building line that follows the alignment of the tree belt and provides a moderate degree of enclosure to the POS.

- Variation in width of building frontage and style with a combination of detached and semi-detached dwellings.
- Soft, open front gardens.



	Defining characteristics
Frontages	<ul style="list-style-type: none"> • Consistent building line following the alignment of the POS • Variation in the width of the building frontage • All buildings to address the POS
Setback	<ul style="list-style-type: none"> • Consistent set back • Relatively shallow front garden depths: 1.2 to 2m due to the proximity to the green corridor
Building types	<ul style="list-style-type: none"> • Combination of detached and semi detached dwellings to provide subtle deviation in the building rhythm • Could include short runs of terraces to aid variation in building rhythm
Building height	<ul style="list-style-type: none"> • 2 to 2.5 storeys • Single storey garages, set back behind the building line
Roof forms	<ul style="list-style-type: none"> • Consistent eaves line facing the POS • Dormers to 2.5 storey dwellings above the eaves line to give variation and visual interest to the roofscape
Front boundary treatment	<ul style="list-style-type: none"> • Soft / open boundary treatment • No hard boundary e.g. walls, fences, or clipped hedges
Parking arrangement	<ul style="list-style-type: none"> • On plot parking to the side of the property, set back from the building line so that the cars are not visually dominant from the public open space
Streets	<ul style="list-style-type: none"> • Single fronted mews streets and private drives



Image example.



Indicative section

Private gardens 1.2-2m
Mews street / drive shared surface - intermittent parallel on-street parking

Existing tree belt retained - selective crown lifting, naturalised landscape belt to include series of small scale, insular gardens / doorstep play areas

Mews street / drive shared surface - intermittent parallel on-street parking
Private gardens 1.2-2m

4. Sports Pitches

Within the central neighbourhood, the public open space transitions to a more intensely active play / sports zone adjacent to the local centre at the heart of the development.

The landscape structure is more open and formal through the introduction of grass playing pitches. The built form should provide a strong rhythm and building line to the western edge of the pitches, reflecting the transition.

Defining Principles:

- Consistent building line that provides a high degree of enclosure to the western edge of the sports pitches.
- Strong rhythm of gables fronting on to the sports pitches creating a bold development edge, a feature commonly found in the local area such as the pre-war housing in Littlehampton.
- Small blocks of apartments bookending runs of semi-detached and terrace housing.
- Low boundary walls to front gardens providing a clear defensible zone.



Indicative layout



Indicative section

Private gardens 1.2-2m

Mews street / drive shared surface - no on-street parking

Naturalised margins - loose planting / meadows and seating

Football pitches

POS = Public Open Space

	Defining characteristics
Frontages	<ul style="list-style-type: none"> • Consistent building line along the edge of the POS • Repetition in the architectural form and rhythm
Setback	<ul style="list-style-type: none"> • Consistent set back • Relatively shallow front garden depths: 1.2 to 2m due to the proximity to the POS
Building types	<ul style="list-style-type: none"> • Semi-detached or terrace housing • Small apartment buildings on corners bookend the runs of houses
Building height	<ul style="list-style-type: none"> • Typically 2.5 to 3 storeys • 3 storey apartment buildings on the corners
Roof forms	<ul style="list-style-type: none"> • Strong rhythm of gables fronting on to the POS reflecting the formal nature of the sports zone
Front boundary treatment	<ul style="list-style-type: none"> • Low boundary walls and clipped hedgerows • Low clipped hedgerow with tree planting on the opposite side of the road to provide separation from the active play
Parking arrangement	<ul style="list-style-type: none"> • Generally on plot parking to the side of the property to maintain a consistent building line
Streets	<ul style="list-style-type: none"> • Tertiary or mews street with tree planting • Opportunity for visitor parking along this edge that could also serve the sports uses

5. Canal Way

Running east to west through the central neighbourhood is the historic alignment of the Arundel to Chichester canal. Although no longer evident on the site, the proposed development should celebrate this piece of history and reflect the former alignment of the canal through a linear park that connects from the primary street to the sports zone, with opportunities for public art along the route to express this important component of the site's heritage.

Defining Principles:

- Landscaped space that expresses and celebrates the former alignment.
- Consistent building line and rhythm that reflects the shape and path of the man-made canal.
- Strong sense of enclosure to either side of the space, with garages / car ports linking between the homes to create a continuous building frontage.



Indicative layout

POS = Public Open Space

	Defining characteristics
Frontages	<ul style="list-style-type: none"> • Consistent building line following the historic alignment of the canal • Strong, continuous building frontage through the use of garages and car ports to link dwellings
Setback	<ul style="list-style-type: none"> • Consistent set back • Relatively shallow front garden depths: 0.9 to 1.5m to strengthen the sense of containment
Building types	<ul style="list-style-type: none"> • Combination of semi detached and terraces to provide subtle deviation in the building rhythm
Building height	<ul style="list-style-type: none"> • Typically 2.5 to 3 storey dwellings to aid with the sense of enclosure
Roof forms	<ul style="list-style-type: none"> • Consistent eaves line facing the POS • Dormers to 2.5 storey dwellings above the eaves line to give variation and visual interest to the roofscape
Front boundary treatment	<ul style="list-style-type: none"> • Low boundary walls and / or clipped hedgerows
Parking arrangement	<ul style="list-style-type: none"> • On-plot garages / car ports to the side of the property • Consider rear parking solutions where possible to allow stretches where vehicular access can be omitted along one side of the POS
Streets	<ul style="list-style-type: none"> • Single fronted mews streets and private drives • Opportunity for footpath only along one side of the POS



Image example.



The Design Code: The Runway Park

POS = Public Open Space

6. The Runway

The Runway Park forms a defining feature of the southern neighbourhood. A branch of the park follows the existing alignment of the western arm of the runway. The geometry and features within the space should reflect the site's former use as an airfield and the strong alignment of the runway. The built form should further emphasise this, creating a bold development edge with a strong repeated rhythm.

Defining Principles:

- Consistent building line and rhythm creating a bold development edge.
- Consistent set back with limited variation in the building alignment creating a strong edge to the former runway.
- Repetition in the architectural form through similar detached housing typology and a repeated gable feature.
- Formalising elements through front boundary and landscape treatments.

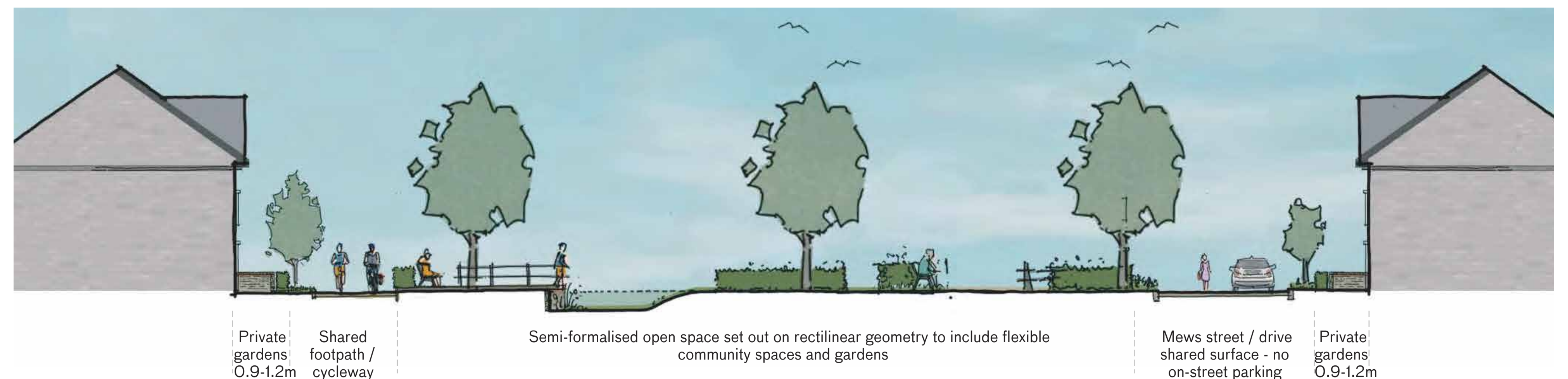


Image example.



Indicative layout

	Defining characteristics
Frontages	<ul style="list-style-type: none"> • Consistent building line following the alignment of the runway • Relatively consistent building width and spacing between buildings • All buildings to address the POS
Setback	<ul style="list-style-type: none"> • Consistent set back • Relatively shallow front garden depths: 0.9 to 1.2m due to the proximity to the green corridor
Building types	<ul style="list-style-type: none"> • Predominantly detached dwellings with a combination of house types to provide subtle variation in the street scene • Opportunity for apartments where primary street intersects
Building height	<ul style="list-style-type: none"> • Typically 2 to 2.5 storeys • 3 storey apartment buildings at key intersections
Roof forms	<ul style="list-style-type: none"> • Use of gable ends / feature to create a repeated rhythm along the length of the runway corridor
Front boundary treatment	<ul style="list-style-type: none"> • Formalised boundary treatments through the use of low boundary walls and clipped hedges
Parking arrangement	<ul style="list-style-type: none"> • On-plot parking / garages set back to the side of the property • Consider rear parking solutions where possible to allow stretches where vehicular access can be omitted along one side of the POS
Streets	<ul style="list-style-type: none"> • Single fronted mews streets and private drives • Opportunity for footpath only along one side of the POS



Indicative section

Private gardens 0.9-1.2m
Shared footpath / cycleway

Semi-formalised open space set out on rectilinear geometry to include flexible community spaces and gardens

Mews street / drive shared surface - no on-street parking
Private gardens 0.9-1.2m

The Design Code: The Runway Park

POS = Public Open Space

7. The Runway Park

The Runway branch connects into the main body of the Runway Park, which forms a buffer along the eastern boundary of the southern neighbourhood to the industrial uses beyond. The shape of the park swells, following the constraint set by the predominant odour plume from the wastewater treatment works.

Along the Runway Park, the development should be looser in contrast to the Runway, reflecting the landscape's overall informal and naturalised character. The alignment of the Arun Way follows an existing tree belt.

Defining Principles:

Relatively informal edge with varying setbacks and house types but with some repetition in rhythm / form to create a unifying parkland edge.

- Building alignment to follow the natural curve of the parkland edge set through the parameters.
- Repeated gable feature that ties in with the Runway, though may be mirrored to vary the rhythm in contrast to the more formal arrangement along the Runway.



Image example.



Indicative layout

	Defining characteristics
Frontages	<ul style="list-style-type: none"> • Varied building line that follows the shape of the park • Variation in the width of the building frontage • All buildings to address the POS
Setback	<ul style="list-style-type: none"> • Varied set back • Deeper front gardens: 2 to 4m
Building types	<ul style="list-style-type: none"> • Combination of detached, semi detached, and small runs of terraces to provide deviation in the building rhythm
Building height	<ul style="list-style-type: none"> • Typically 2 storeys • Single storey garages, set back behind the building line
Roof forms	<ul style="list-style-type: none"> • Use of gable ends / feature to create a repeated unifying feature along the parkland edge
Front boundary treatment	<ul style="list-style-type: none"> • Soft / open boundary treatment • Open interface with loose / low level structural planting / hedgerows
Parking arrangement	<ul style="list-style-type: none"> • On plot parking to the side of the property, set back from the building line so that the cars are not visually dominant from the public open space
Streets	<ul style="list-style-type: none"> • Single fronted mews streets and private drives



Indicative section

Private gardens 2-4m

Mews street / drive shared surface - intermittent parallel on-street parking

Naturalised landscape edge - loose planting / informal edge, Soft / varied profile to drainage swales

Shared footpath / cycleway

8. Climping Edge

Along the edge with Climping the existing structural vegetation will be supplemented with new native shrub and tree planting to create a strong woodland edge that largely screens the development and protects the identity of Climping.

As a result, there will be limited interface with Horsemere Green Lane, but the character of the built edge should be low key and responsive to the open space's function and character. The alignment of the Arun Way follows an existing tree belt.

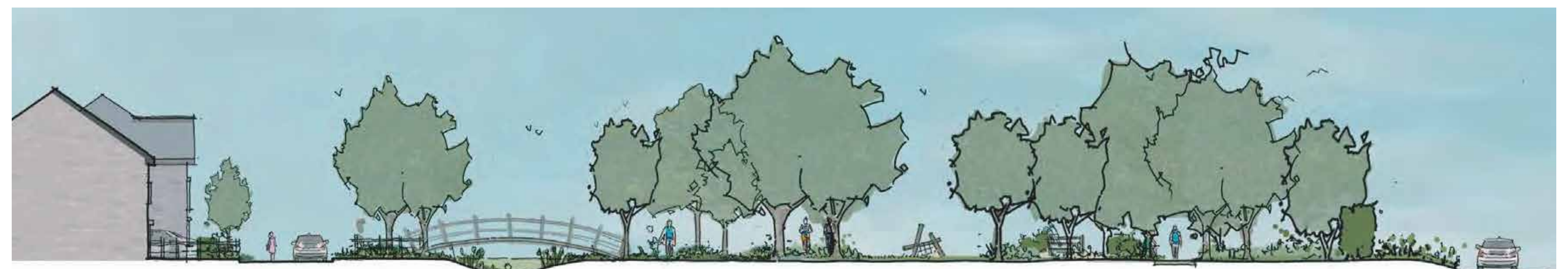
Defining Principles:

- Enclosed rural landscape edge.
- Informal, fragmented development edge with varying setbacks, typologies, roof forms and orientation, though all buildings should positively address the open space.
- Soft, planted front gardens that reflect the naturalised landscape structure.
- Opportunity for a new pedestrian link to Climping where Horsemere Green Lane deviates to create a swelling in the landscape.



Indicative layout

	Defining characteristics
Frontages	<ul style="list-style-type: none"> • Variation in building alignment and width of building frontage • All buildings should positively address the landscape edge
Setback	<ul style="list-style-type: none"> • Varied set backs • Deeper front gardens: 2 to 3m
Building types	<ul style="list-style-type: none"> • Combination of detached and semi detached dwellings to provide subtle deviation in the building rhythm
Building height	<ul style="list-style-type: none"> • Typically 2 storeys - 3 storeys not permitted • Single storey garages set back behind the building line
Roof forms	<ul style="list-style-type: none"> • Varied roof forms, including straight up and over with eaves to the street, gables, hipped, and half-hipped, to give variation to the roofscape
Front boundary treatment	<ul style="list-style-type: none"> • Soft / open boundary treatment • Could incorporate cleft chestnut fencing in combination with planting
Parking arrangement	<ul style="list-style-type: none"> • On plot parking to the side of homes, set back from the building line so that the cars are not visually dominant from the landscaped edge
Streets	<ul style="list-style-type: none"> • Single fronted mews streets and private drives



Private gardens 2-3m
Mews street / drive shared surface - no on-street parking

Naturalised and enclosed edge - woodland edge with some open glades and woodland walks including natural play spaces

Augmented boundary hedgerows
Horsemere Green Lane

Indicative section

The Design Code: The Local Centre

9. The Local Centre

The local centre will become a new heart for Ford and the surrounding communities. It will include community, commercial, healthcare uses and a primary school.



- 1 Open Space / Sports
- 2 Community Centre (upto 500sqm)
- 3 Community Car Park
- 4 Convenience Store
- 5 Additional Healthcare or Retail (depending on viability)
- 6 Arun Sports Arena (as existing)
- 7 Health Facility
- 8 Arun Sports Arena Parking (as existing)
- 9 60 Bed Care Facility (set over 3 storeys)
- 10 Flying Fortress (as existing)
- 11 Flying Fortress Parking (as existing)
- 12 2FE Primary School (2.1653ha)
- 13 2FE Primary School Playing Fields
- 14 2FE Primary School Car Park



Masterplan Framework



- | | |
|----------------------------|---------------------------------|
| Site Boundary | Primary street |
| Existing public footpath | Secondary street |
| Existing block landscape | Tertiary street |
| Proposed open space | Mews street |
| Proposed block landscape | Private drive |
| Proposed built development | Proposed Cycle/Pedestrian Route |
| Neighbourhood Park | Key frontages |
| Incidental space | Street trees |
| Attenuation basin | Swale |

The Design Code

A design code is being developed to guide all aspects of future development of the The Landings.

The Design Code includes mandatory requirements, recommendations, and supporting illustrative design guidance related to the following key areas:

1 - Design of a cohesive and high quality public realm; including streets, play and green and blue infrastructure;

2 - Design of buildings; including key principles for their form, appearance, and detailing;

3 - Creation of character areas; ensuring that the masterplan achieves a sense of varied but harmonious built development;

4 - Technical design; including subjects such as parking, utilities provision, waste and recycling and sustainable drainage;

5 - Climate change and climate change resilience; including subjects such as reducing energy demand and habitat creation;

6 - Climate change and climate change resilience; including subjects such as reducing energy demand and habitat creation.

