

Access and highways

Working to deliver much-needed new homes at Ford Road, Arundel



savills

Vehicle access

As set out in the Arundel Neighbourhood Plan, it is proposed that vehicle access into the site will be taken from Ford Road, with a secondary emergency access from Dalloway Lane.

The Ford Road access will form a gateway into the development, with a tree-lined street down to the residential areas. The final design of the access is to be agreed with West Sussex County Council (WSCC) Highways.

Given the future residential nature of the site, we would support an extension to the 30mph zone on Ford Road, to improve road safety.

It is envisaged that the speed limit on the site will be 20mph, however this will be determined in conjunction with WSCC Highways when the application is submitted.

Pedestrian and Cycle Access

A key feature of our proposals is to encourage future residents to travel sustainably.

This will be achieved by including connections to the existing cycle and pedestrian pathways on Ford Road, Priory Lane, Dalloway Road, High Ridge Close and Priory Road, to integrate the site to the existing town.

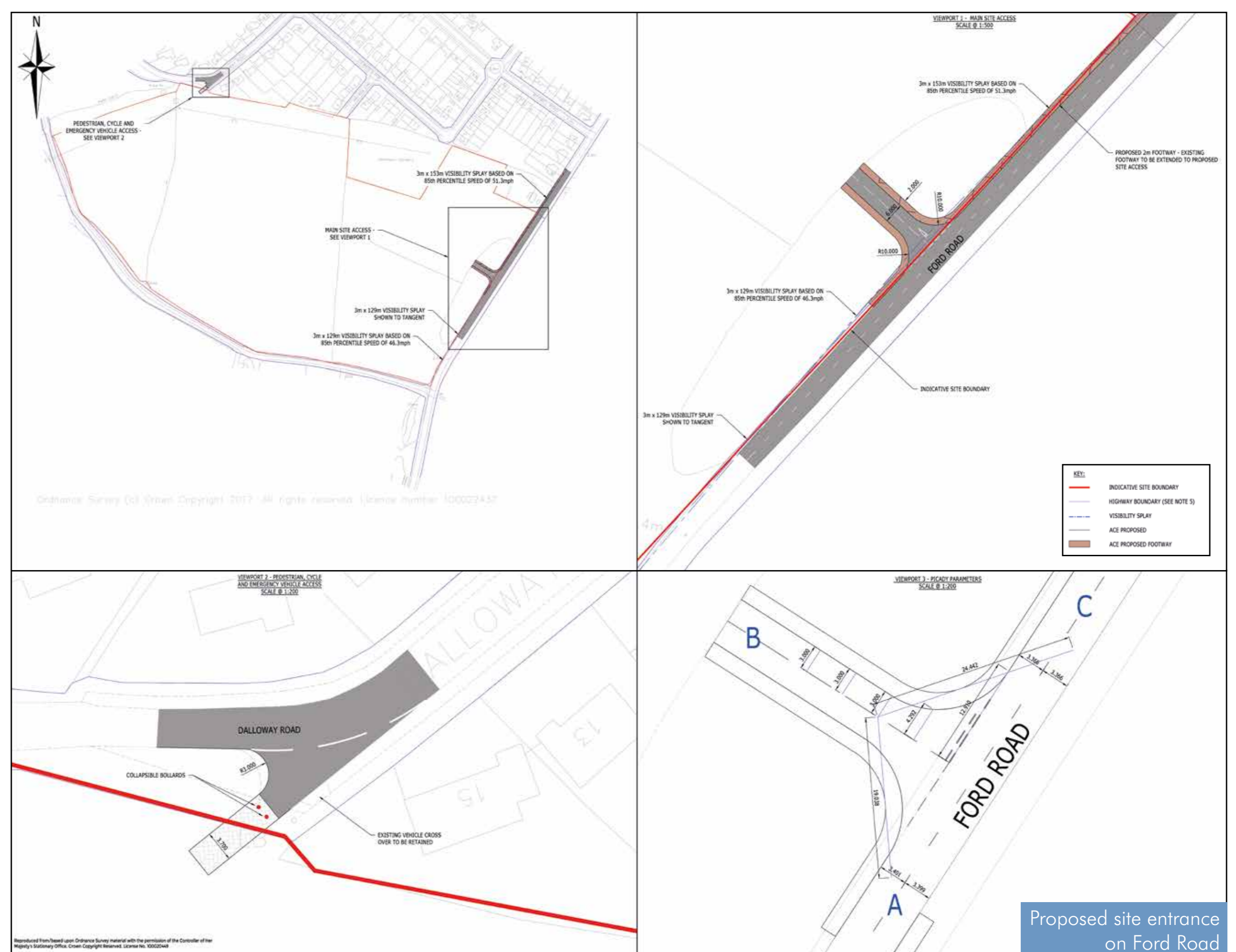
It is also proposed that the internal layout of the proposals will be well linked to reduce car usage within the site.

Contributions will also be made towards the provision of safer cycle and walking routes to Ford train station.

Public Transport

There is a nearby bus service – Arundel Community Bus – which runs through Tortington and up to Arundel town centre. As part of the application, contributions will be made to improving local bus services, and will include appropriately located bus stops. (Precise locations will be determined in conjunction with West Sussex County Council Highways).

The closest rail stations are either Arundel or Ford stations which are both situated within 2.5km of the site, and link to London Victoria, Brighton and Southampton.



Parking

It is proposed that the parking on-site will be in-line with the Arun District Council Parking Standards. As such, the number of spaces proposed for each dwelling will be dependent on the size of the properties. Whilst there will be variation in the number of spaces delivered, **each dwelling will have at least two spaces.**

The parking provision will include **20% electric vehicle charging points**, spaces for visitors, on-street and garage parking, as well as spaces for cycles, disabled and motorcycles.

Further details on the final number of parking spaces proposed will be outlined in future Reserved Matters applications.