

# 3.0 ACCESS, MOVEMENT & PARKING

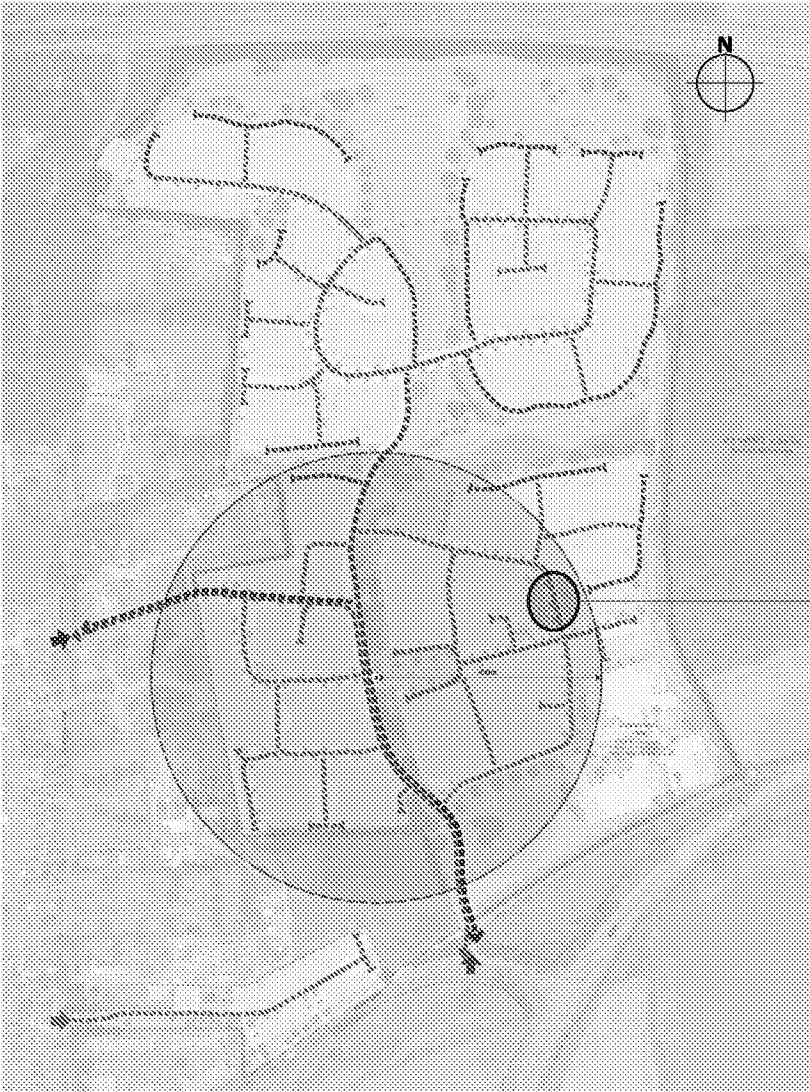
## 3.5 Street Types

### Secondary Street

The secondary street forms part of the distribution network which circulates traffic within the residential areas of the Village. Connecting from the Village Street it has an increased sense of enclosure with a reduced distance between building frontages and more informal and irregular tree planting. It has a carriageway of 5.0 metres in width with a 2.0 metre width footway on each side. In places it will also have a 2.0 metre width verge on either one or both sides.

The diagrams illustrate the design principles and setting out criteria which must be applied to the detailed site layout submitted as part of the RM planning application.

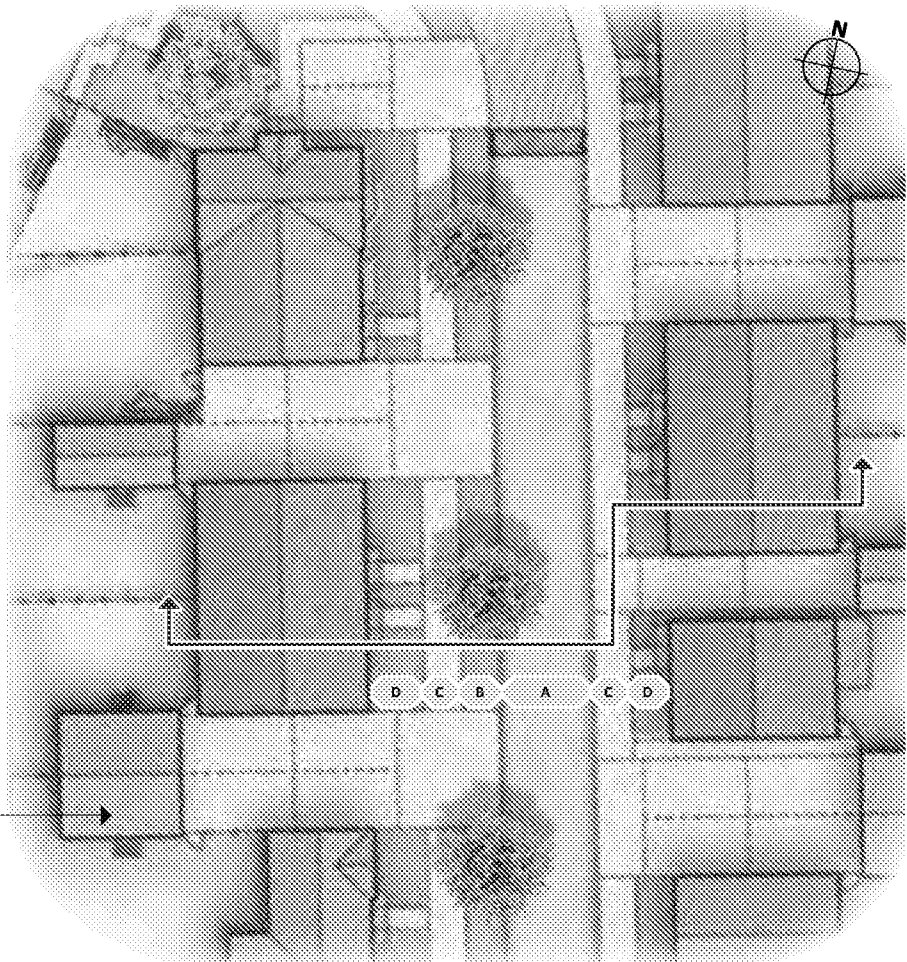
| SECONDARY STREET       |                                                                                 |
|------------------------|---------------------------------------------------------------------------------|
| Carriageway            | Minimum width 5.0 metres wide<br>Macadam between junctions                      |
| Footways               | 2.0 metre wide footway on each side                                             |
| Verges                 | 2.0 metres wide in places on each or either side                                |
| Junctions              | Brindle block paved panels                                                      |
| Landscaping            | Tree planting within verge                                                      |
| Street lighting        | West Sussex approved columns located to provide required illumination levels    |
| Service corridors      | 2.0 metres wide below footway on each side                                      |
| Private / public realm | Enclosed gardens to dwelling frontages                                          |
| Visitor car parking    | 2.0 x 6.0 metre bays in verge zone. Max 2 spaces in a row with planting between |



Vehicular movement plan highlighting location of detailed plan

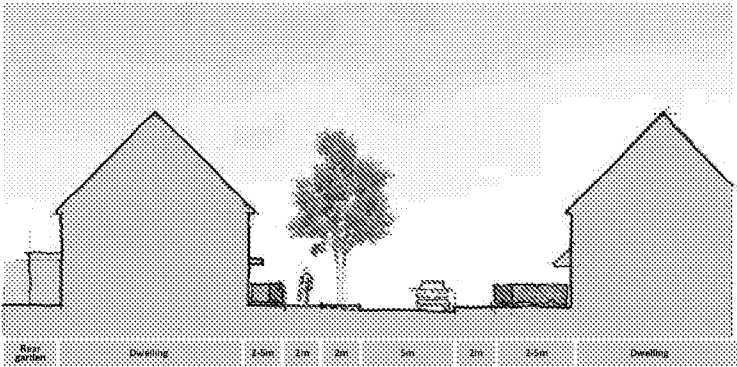
- KEY**

  - 'The Gateway' Avenue
  - Bus route link from Dappers Lane to Water Lane
  - Dappers Lane Access Street
  - Primary Avenue
  - Secondary Avenue
  - Secondary Streets
  - Community Lanes
- Green Lanes/Private Drives
  - Vehicular access point for residential and commercial uses
  - Bus and emergency access only from Dappers Lane
  - Access from Dappers Lane to small land parcel



Detailed street plan

Street Section



Typical street section

| SECONDARY STREET |                                       |
|------------------|---------------------------------------|
| A                | 5.0m wide macadam carriageway         |
| B                | 2.0m wide verge/parallel parking zone |
| C                | 2.0m wide footway                     |
| D                | Front garden (varies, min. 2.0m deep) |

Street tree planting indicative subject to landscape design requirements as set out in Section 7.0 of this document. Foundation depths relative to tree positions will comply with the NH&C 'External Works' Chapter 4.2 'Building Near Trees'.

# 3.0 ACCESS, MOVEMENT & PARKING

## 3.5 Street Types

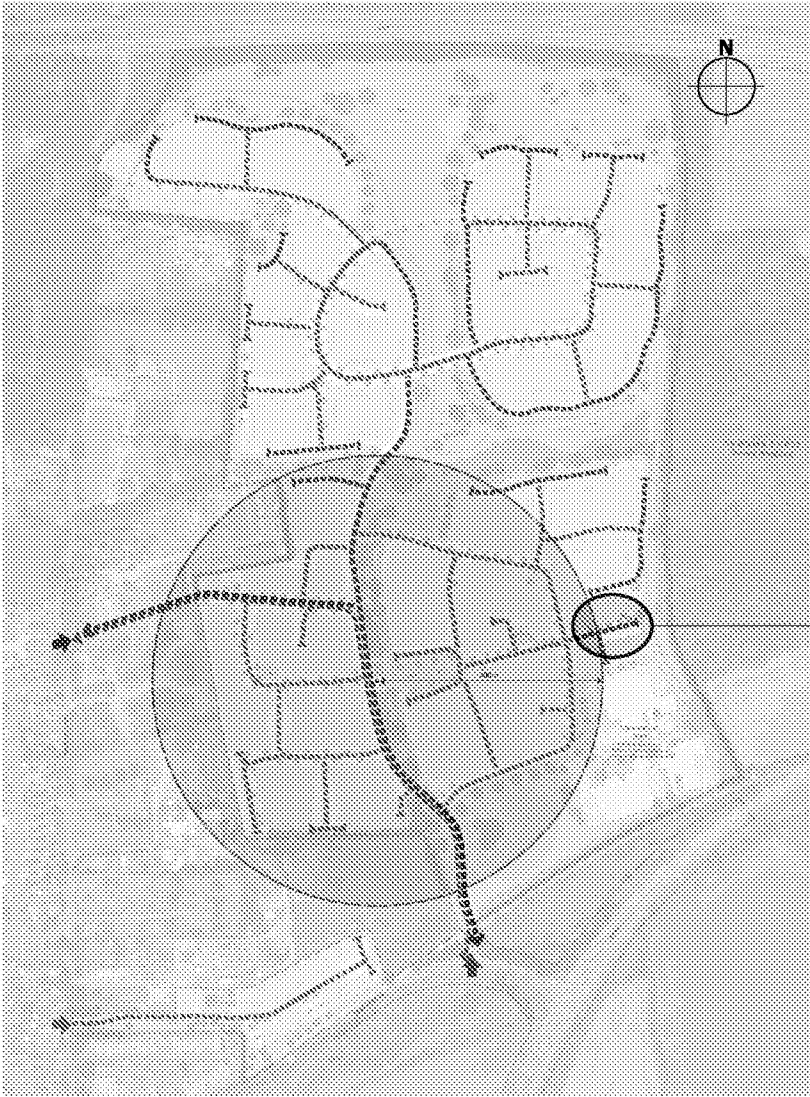
### Community Lane

The network of community lanes has a 4.8 metre width carriageway which provides a shared surface for vehicles, pedestrians, and cyclists. These streets have limited vehicular access for residents and visitors to the plots served from them. Planting to residential frontages together with occasional and informal tree planting will soften their character and emphasise the relative degree of privacy. Front garden depths of 1.2m minimum depth are proposed which is shallower than the Arun Design Guide generally permits, this is to achieve an enhanced sense of enclosure as part of the mews character proposed for this street type

Car parking along these streets will be a mix of on-plot and groups of parking bays perpendicular to the carriageway.

The diagrams illustrate the design principles and setting out criteria which must be applied to the detailed site layout submitted as part of the RM planning application.

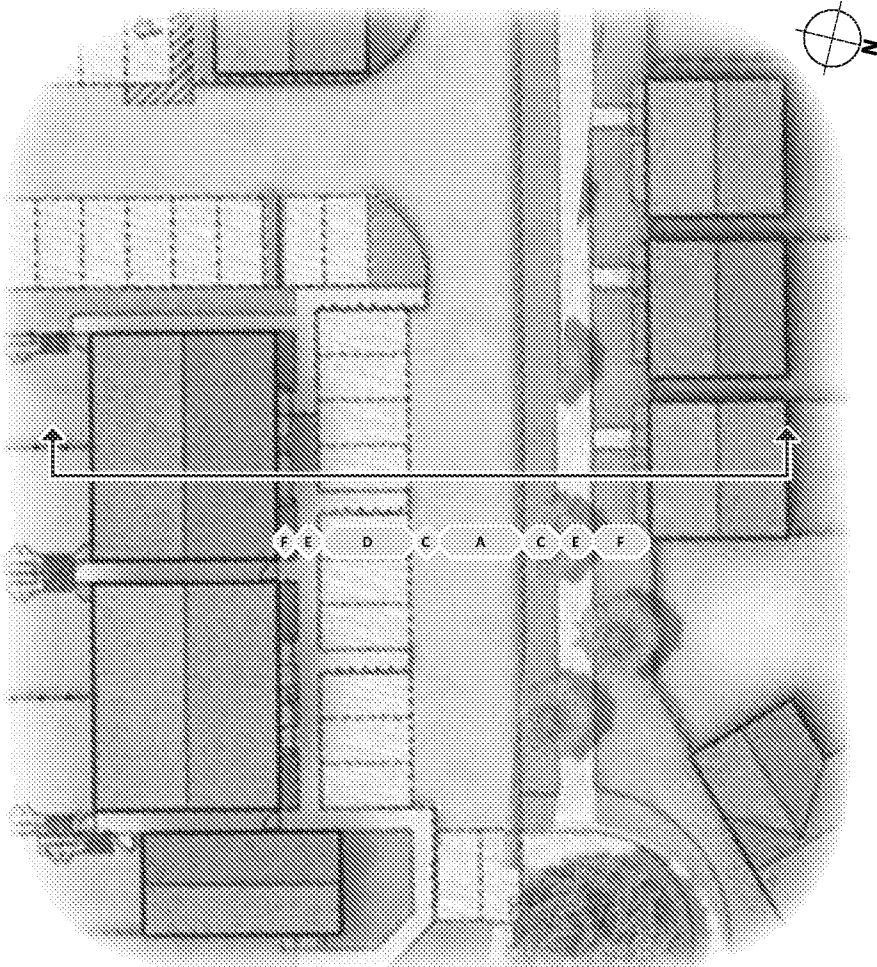
| COMMUNITY LANE              |                                                                                                                       |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------|
| Carriageway                 | Minimum width 4.8 metres wide tracking zone within shared surface                                                     |
| Footways                    | Occasional dedicated 2.0 metre wide footway on each or either side                                                    |
| Verges                      | None                                                                                                                  |
| Junctions                   | Macadam                                                                                                               |
| Landscaping                 | Occasional tree between parking bays                                                                                  |
| Street lighting             | West Sussex approved columns located to provide required illumination levels                                          |
| Service corridors           | 2.0 metres wide below footways                                                                                        |
| Private / public realm      | Privacy margin to dwelling frontages                                                                                  |
| Residents parking on-street | 2.4 x 4.8 metre bays generally perpendicular to carriageway in groups of maximum 4 spaces with tree / footway between |
| Visitor car parking         | 2.0 x 6.0 metre parallel bays. Max 2 spaces in a row with planting between                                            |



Vehicular movement plan highlighting location of detailed plan

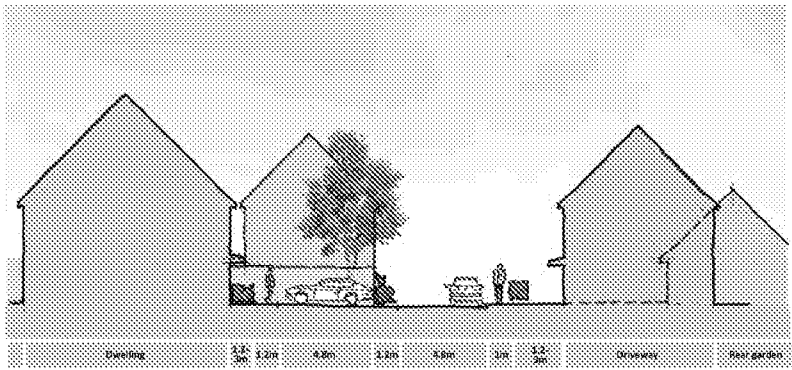
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Detailed street plan

Street Section



Typical street section

| COMMUNITY LANE |                                              |
|----------------|----------------------------------------------|
| A              | 4.8m wide macadam carriageway                |
| B              | 1.0m wide paved margin                       |
| C              | 1.2m wide margin                             |
| D              | 4.8m long parking bays                       |
| E              | 1.2m wide footway                            |
| F              | Front garden/privacy margin (min. 1.2m deep) |

Street tree planting indicative subject to landscape design requirements as set out in Section 7.0 of this document. Foundation depths relative to tree positions will comply with the NHBC External Works Chapter 4.2 'Building Near Trees'

3.0

ACCESS, MOVEMENT & PARKING

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Street Types

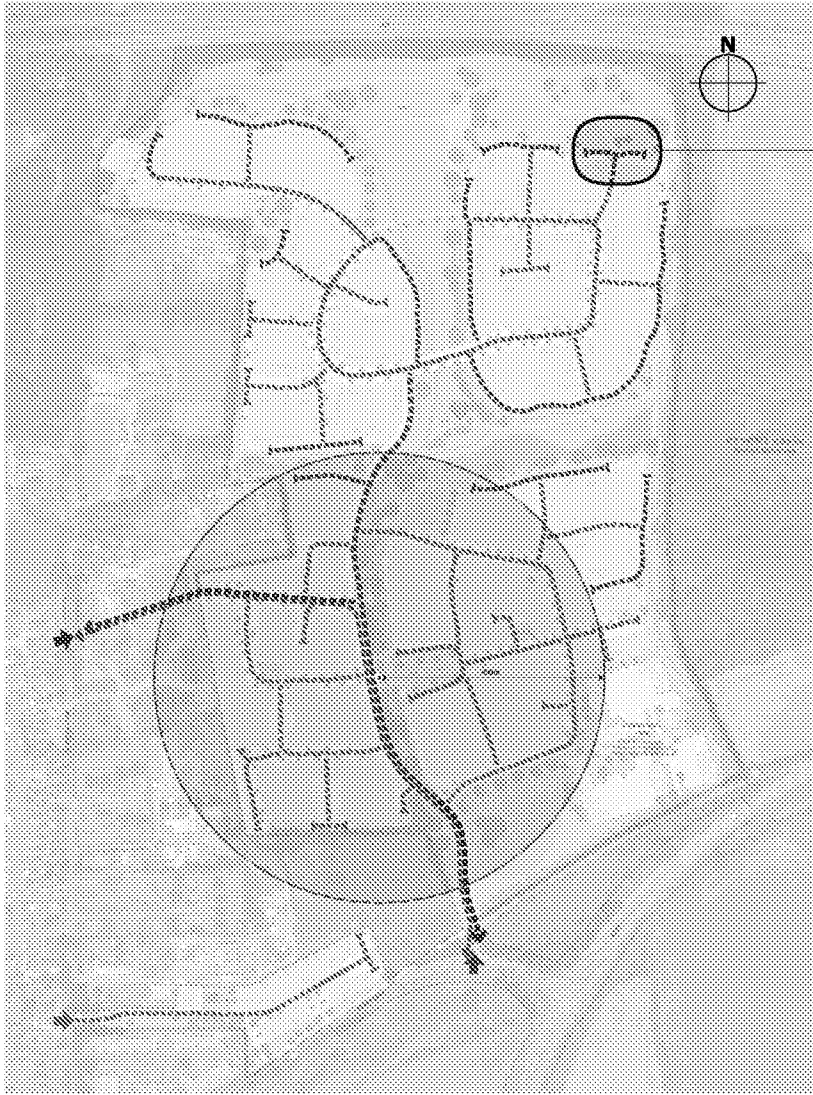
Green Lanes and Private Drives

These lanes are located where development forms a frontage to green space. They most often connect from community lanes. They will be shared surface and vary in width from 5.0 metres where they form turning heads at the ends of the lanes down to 4.2 metres in width where they form private drives and localised pinch points to 3.7 metres. A 2 metre wide service corridor will be incorporated into the grass verge along property frontages.

Parking on this street type will be predominantly on-plot but with groups of perpendicular bays on lanes along more formal green space frontages.

The diagrams illustrate the design principles and setting out criteria which must be applied to the detailed site layout submitted as part of the RM planning application.

| GREEN LANES AND PRIVATE DRIVES |                                                                                 |
|--------------------------------|---------------------------------------------------------------------------------|
| Carriageway                    | Minimum width 4.8 metre wide tracking zone. Macadam between junctions           |
| Footways                       | 2.0 metre wide footway on each side                                             |
| Verges                         | 2.0 metres wide in places on each or either side                                |
| Junctions                      | Brindle block paved panels                                                      |
| Landscaping                    | Tree planting within verge                                                      |
| Street lighting                | West Sussex approved columns located to provide required illumination levels    |
| Service corridors              | 2.0 metres wide below footway on each side                                      |
| Private / public realm         | Privacy margin to dwelling frontages                                            |
| Visitor car parking            | 2.0 x 6.0 metre bays in verge zone. Max 2 spaces in a row with planting between |



Vehicular movement plan highlighting location of detailed plan

- KEY
- 'The Gateway' Avenue

Bus route link from Dappers Lane to Water Lane

Dappers Lane Access Street

Primary Avenue

Secondary Avenue

Secondary Streets

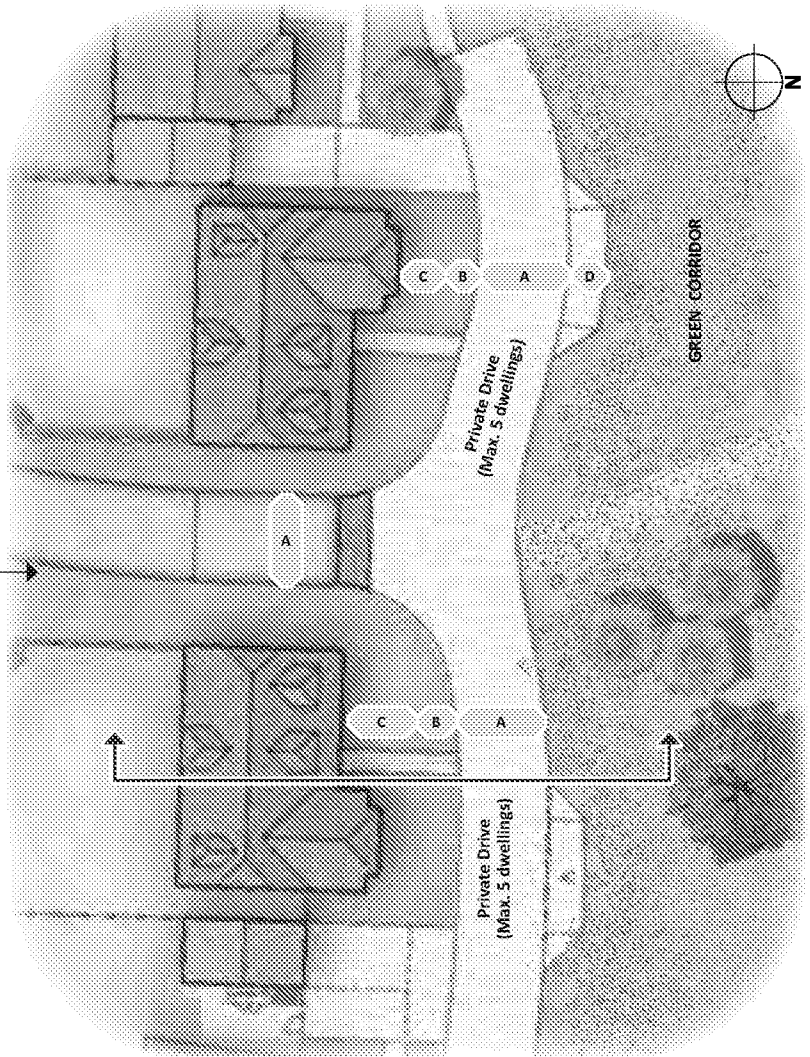
Community Lanes

Green Lanes/Private Drives

Vehicular access point for residential and commercial uses

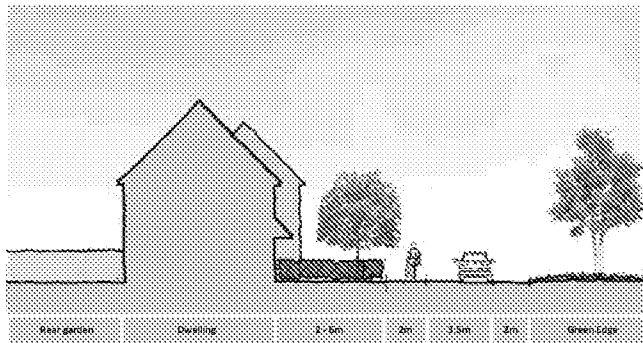
Bus and emergency access only from Dappers Lane

Access from Dappers Lane to small land parcel



Detailed street plan

Street Section



Street section

| GREEN LANES AND PRIVATE DRIVES |                                                       |
|--------------------------------|-------------------------------------------------------|
| A                              | 4.8m wide shared surface carriageway and turning head |
| B                              | 2.0m wide service reservation margin                  |
| C                              | Front garden (varies in depth)                        |
| D                              | 2.0m wide parallel unallocated/visitor parking bays   |

Street tree planting indicative subject to landscape design requirements as set out in Section 7.0 of this document. Foundation depths relative to tree positions will comply with the NRECC 'External Works' Chapter 4.2 'Building Near Trees'.

3.0

ACCESS, MOVEMENT & PARKING

3.5

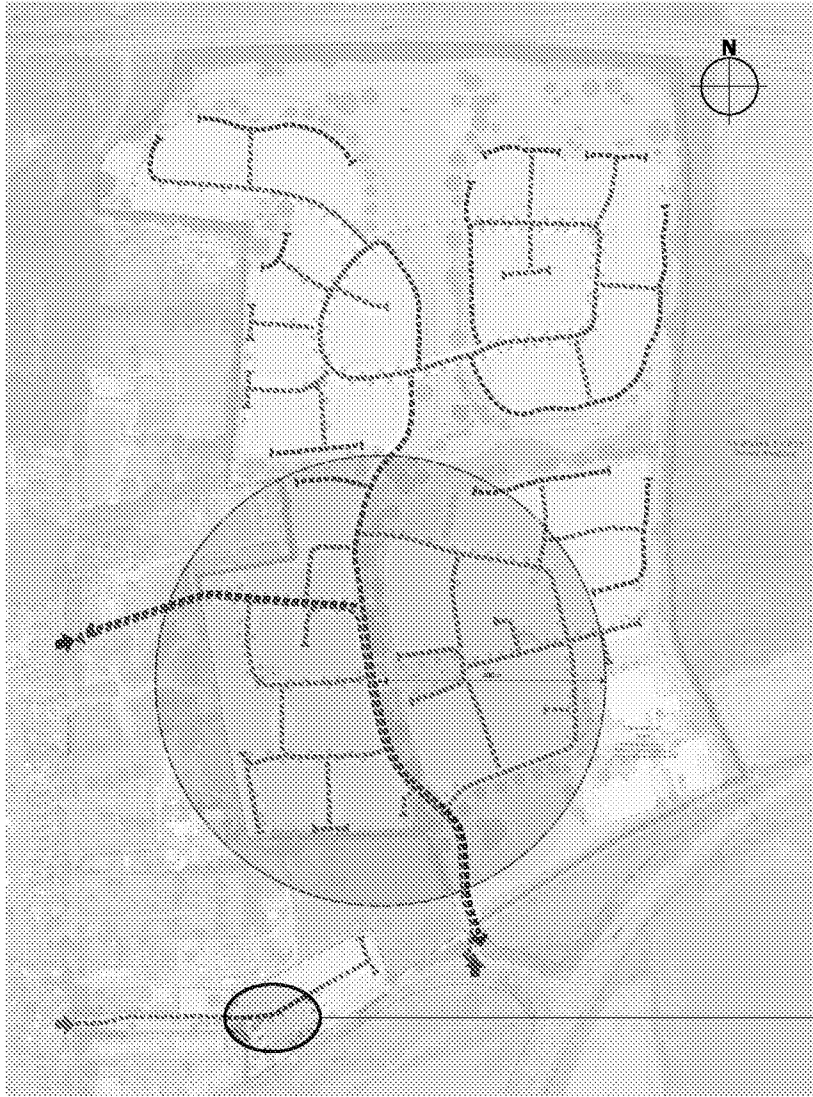
Street Types

Access from Dappers Lane to Separate Land Parcel

This provides access to the separate development parcel from the approved junction with Dappers Lane. The carriageway will be 5.0metres in width with a 2metre wide footway on each side at the entrance which then continues on the southern side. The carriageway offsets northwards within the site to enable retention of trees on the southern boundary. Further into the site the carriageway becomes shared surface. 3metre wide footpath/cycleway connects to Water Lane frontage.

ACCESS FROM DAPPERS LANE TO SEPARATE LAND PARCEL

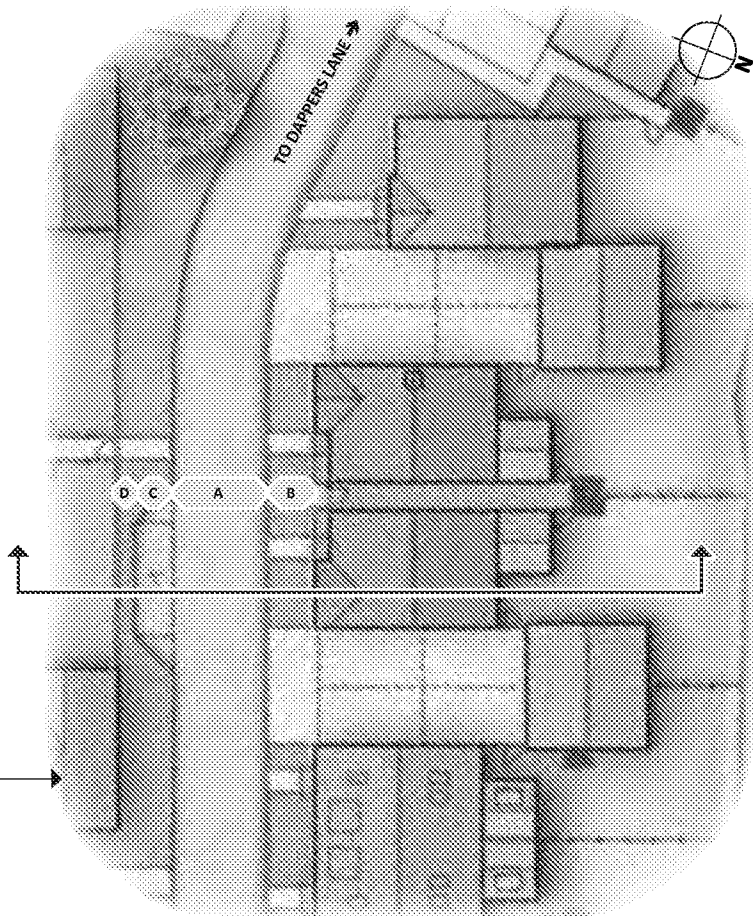
|                             |                                                                                  |
|-----------------------------|----------------------------------------------------------------------------------|
| Carriageway                 | Minimum width 5.0metres wide Macadam between junctions                           |
| Footways                    | 2.0 metre wide footway on south side up to first junction                        |
| Verges                      | None                                                                             |
| Junctions                   | Macadam                                                                          |
| Landscaping                 | Informal tree planting within planting beds                                      |
| Street lighting             | West Sussex approved columns located to provide required illumination levels     |
| Service corridors           | 2.0 metres wide below footway and in reservation strip where shared surface      |
| Private / public realm      | Privacy margin / narrow garden to dwelling frontages                             |
| Residents parking on street | Perpendicular spaces in frontage courts                                          |
| Visitor car parking         | 2.0 metre x 6.0 metre parallel bays. Max 2 spaces in a row with planting between |



Vehicular movement plan highlighting location of detailed plan

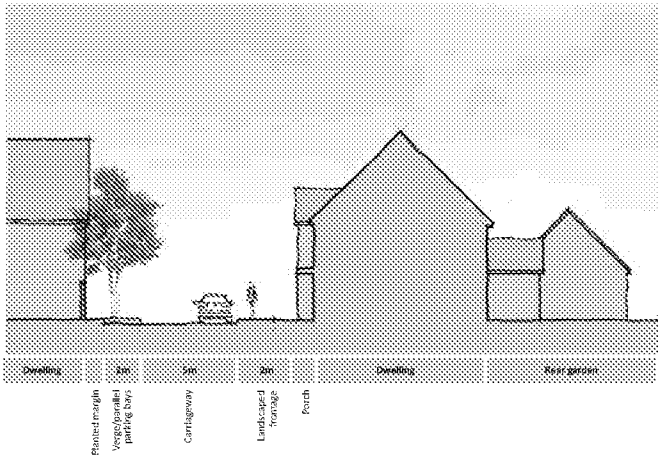
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Detailed street plan

Street Section



Street section

SEPARATE LAND PARCEL

- A 5.0m wide macadam carriageway
- B 2.0m wide landscaped frontage
- C 2.0m wide verge/parallel parking bays
- D Planted margin

Street tree planting indicative subject to landscape design requirements as set out in Section 7.6 of this document. Foundation depths relative to tree positions will comply with the NHC External Works Chapter 4.2 'Building Near Trees'.

# ACCESS, MOVEMENT & PARKING

## 3.6 Vehicular and Cycle Parking Standards

### Parking strategy

Car parking will need to be provided to meet Arun District Council standards and incorporated into the scheme to ensure that it does not adversely impact on the public realm. For houses this is generally provided on plot in garages or car barns and drive spaces, or off-plot in on-street bays. Parking for the affordable apartments is provided in a rear parking court accessed either via a drive or below a carriage arch. Provision for the respective dwelling sizes within the scheme is illustrated on in the table below and is based on Parking Behaviour Zone 2 standards from the ADC parking standards SPD (2020). This will require the following levels of provision for the respective dwelling sizes:

- One and two bedroom flats – 2 spaces
- Two and three bedroom houses – 2 spaces
- Four bedroom houses and above – 3 spaces

### Key Points:

- Garages where provided will have minimum clear internal dimensions of 3.0metres width x 6.0metres length and will count as 0.5 a space
- Car barns will be occasionally used and will count as one space
- Adequate visitor spaces will be provided across the development amounting to 20% of the total number of dwellings. This will also be influenced by the number of unallocated spaces
- Provision of spaces for disabled people and for motorcycle parking will be made in accordance with Manual for Streets
- Where M4(2) and M4(3) dwellings are provided, increased parking space proportions will be designed in, as necessary. Parking spaces provided for the M4(3) dwellings will be a total of 3.6 metres in width allowing for a 1.2metre wide transfer zone and 5 metres in length
- 100% of parking spaces will be provided with Electric Vehicle charging capability
- Drive spaces to be minimum 6.0m long

### Cycle Parking and Storage Provision

Provision for cycle storage for the new homes will be provided to meet Arun District Council's recommended standards. This should be as follows:

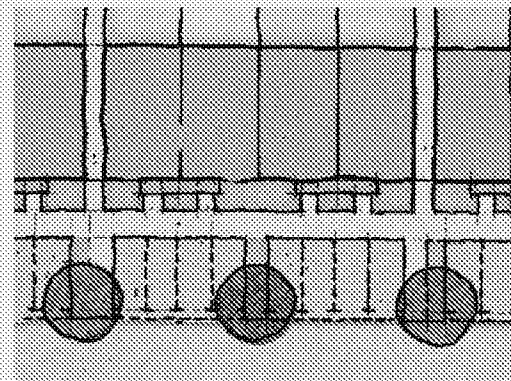
- One and two bed apartments – 1 space each in communal storage rooms
- Two bed houses – 1 space
- Three bed houses and above – 2 spaces

### Parking Typologies

Parking provision will be provided in several typologies across the development. This section sets out the preferred parking typologies for use within Land North of Water Lane, Angmering. Reserved Matters Applications should generally follow the principles set out within each parking typology. Parking within the development should be designed so as not to dominate the street scene or obstruct movement of pedestrians and cyclists. As part of this, a variety of parking solutions should be used throughout the masterplan.

#### P1 OFF-PLOT STREET FRONTAGE

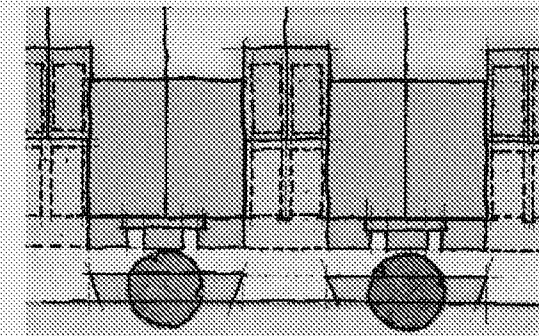
- To serve where practical no more than 8 dwellings on each side of the street
- A maximum of 6 spaces in a row separated by landscape
- A minimum landscape break of 1m wide to accommodate tree or specimen shrub planting
- Shrubs or trees to be located to minimise car door damage to plant stems
- Layout of parking to be designed to achieve a rhythm in the landscape
- A footpath will be provided where practical between the parking bays and the privacy strip / front garden of properties behind
- Routes to be provided between / around car spaces to enable bins to be brought through to carriageway for collection



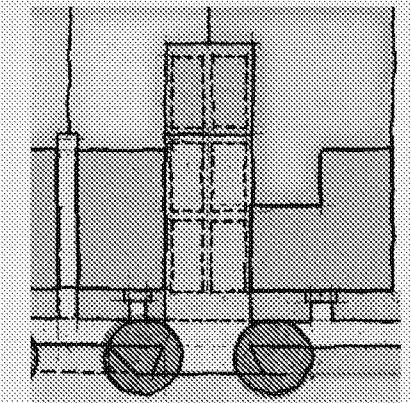
#### P2 ON-PLOT BETWEEN BUILDINGS

- Single garage with drive space in front for three bed houses
- Single garage with 2 tandem or side-by-side drive spaces for 4 bed plus houses
- Windows can be provided from flank elevations to dwellings to enable surveillance

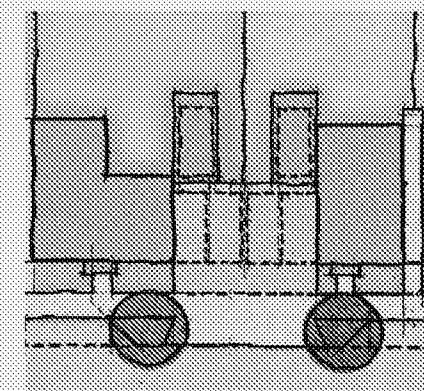
##### P2.1 - Garage/car barn and drive space



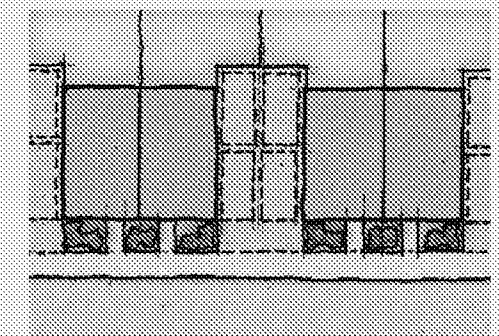
##### P2.2 - Garage and two tandem drive spaces



##### P2.3 - Garage and double width drive



##### P2.4 - Tandem drive spaces



## 3.0

# ACCESS, MOVEMENT & PARKING

## 3.6 Vehicular and Cycle Parking Standards

### Parking Typologies (cont'd)

#### P3 REAR PARKING COURTS

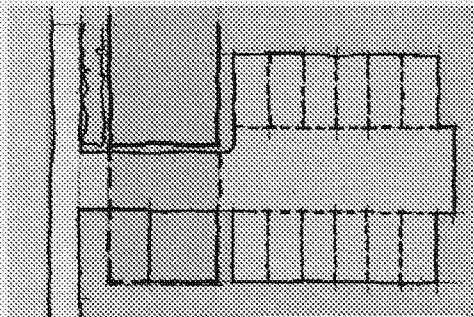
- Courts should generally serve no more than 9 dwellings / 18 parking spaces. For apartment buildings this may be increased but courts should be designed with a framework of landscape planting
- **Tandem parking within courts should be discouraged**
- Entrances to courts should be defined by building form to indicate semi-private nature to discourage access by non-residents
- Surveillance of court to be provided from surrounding dwellings
- Courts to be designed as a whole to create coherent space

#### P4 FRONTAGE PARKING MEWS COURTS

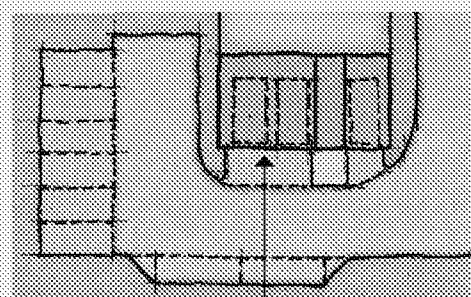
- Frontage parking courts should be in a maximum of 6 bays with a tree and landscaping or footway between to enable bins to be brought to carriageway edge for collection
- Mews courts could include FOGs and may also include parallel bays.

#### P5 PARALLEL ON-STREET BAYS FOR VISITOR PARKING

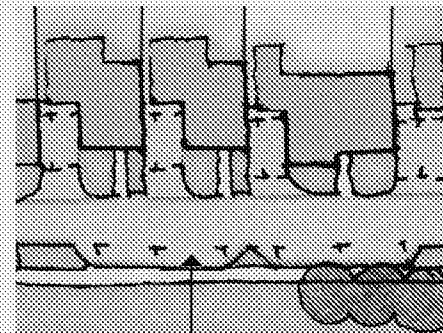
- These shall be provided within the street network to ensure convenient and obvious provision for visitors evenly distributed throughout development.



Option for apartments to extend over drive with carriage arch



FOG/ coachhouse



Parallel parking spaces

3.0

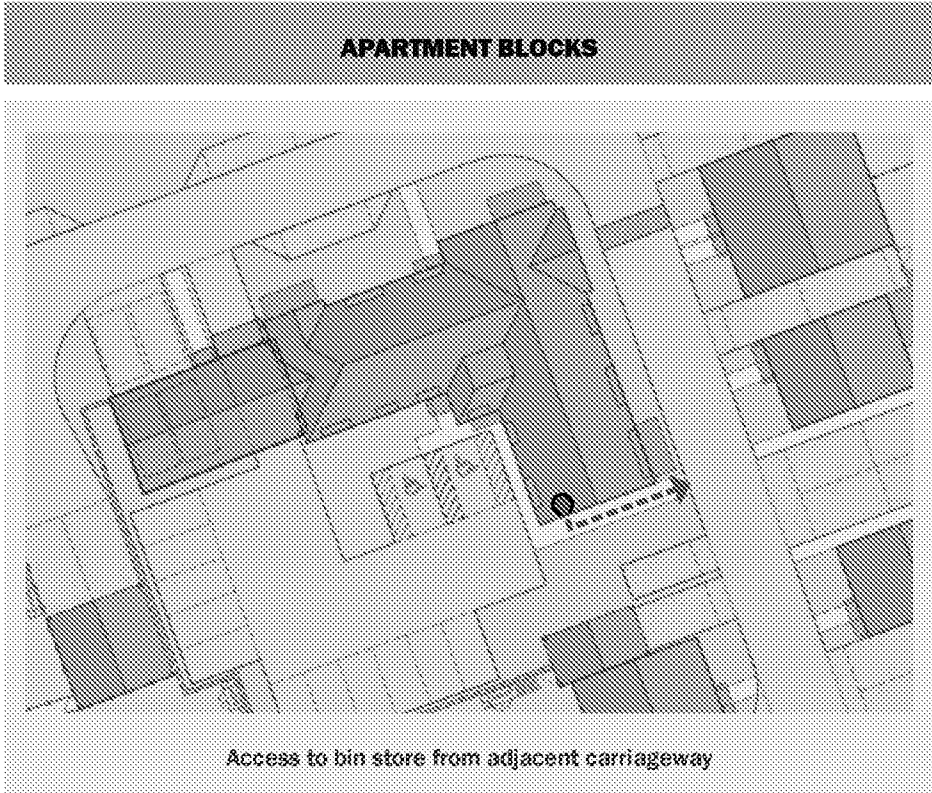
ACCESS, MOVEMENT & PARKING

3.7

Refuse Storage and Collection

Refuse storage will be provided within gardens on plot for the houses and in communal storage rooms for apartments. Storage provision will be provided in accordance with the Councils requirements and will include provision for general and recyclable waste.

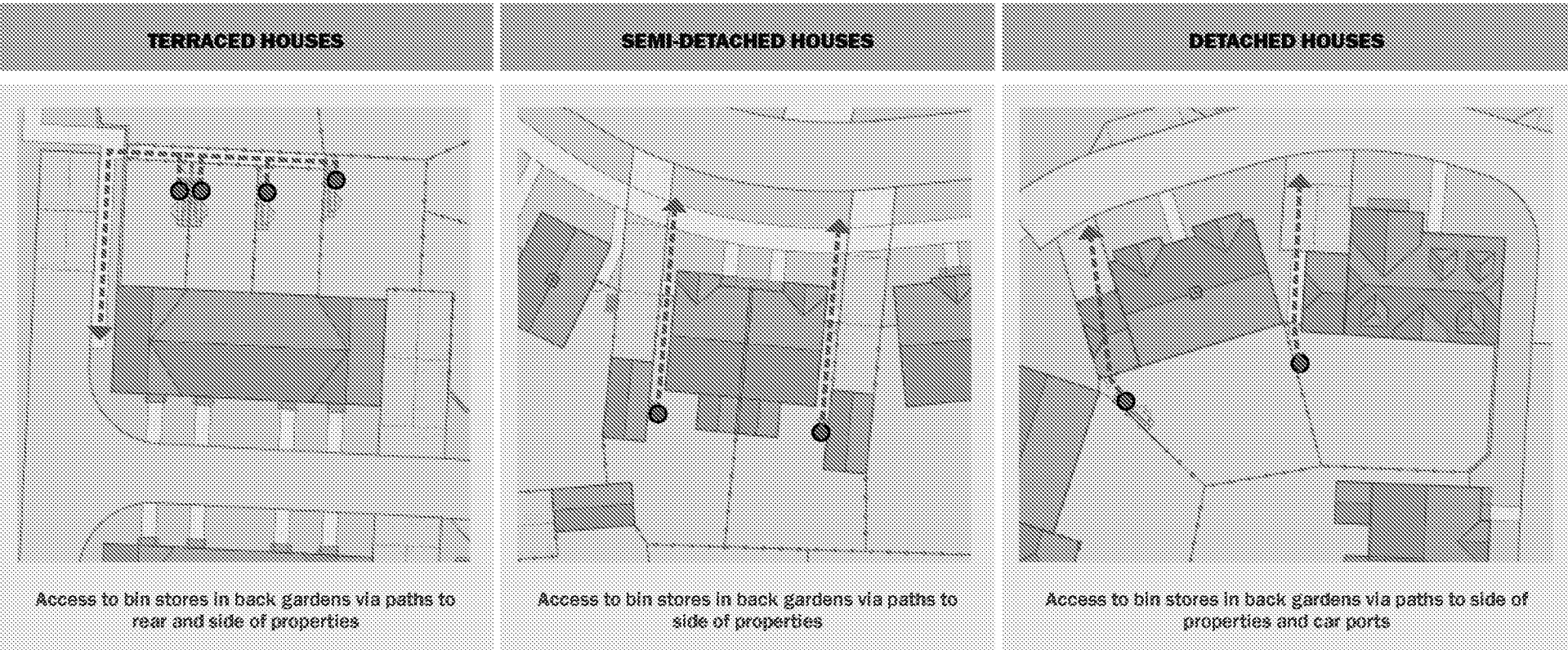
The layout will be designed to incorporate appropriate and adequate manoeuvring space for refuse collection vehicles with Refuse Collection Points incorporated into the street network where required to achieve acceptable collection distances in accordance with Arun Local Plan policy WM DM1. As part of the Reserved Matters application the engineers will provide tracking assessments to illustrate that refuse vehicle manoeuvring space is acceptable within the respective parts of the layout.



3.8

Utilities

Service corridors will be incorporated into the street. These will generally be below footways where they are provided in the street type or as reservation zones on dwelling frontages to private drives along green space frontages.





## Design Code: Section 4.0 Nature

### Introduction

This section of the Design Code sets out the key elements of the existing green infrastructure to be retained, the required landscaped buffer zone associated with the Groom's Copse ancient Woodland, the constraints associated with ecology on the site, issues associated with existing watercourses and proposed surface water drainage and required provision for biodiversity.

This section demonstrates how the following vision objectives will be met:

- Create an attractive landscape led setting in which to live with a strong sense of place;
- Design new built form that is in harmony with the natural environment;
- Deliver new and useable open space, well related and connected to existing open spaces within the vicinity; and
- Enhance local character, the landscape setting, the Conservation Area, visual amenity and biodiversity.

## 4.0

# NATURE

### 4.1 Green Infrastructure

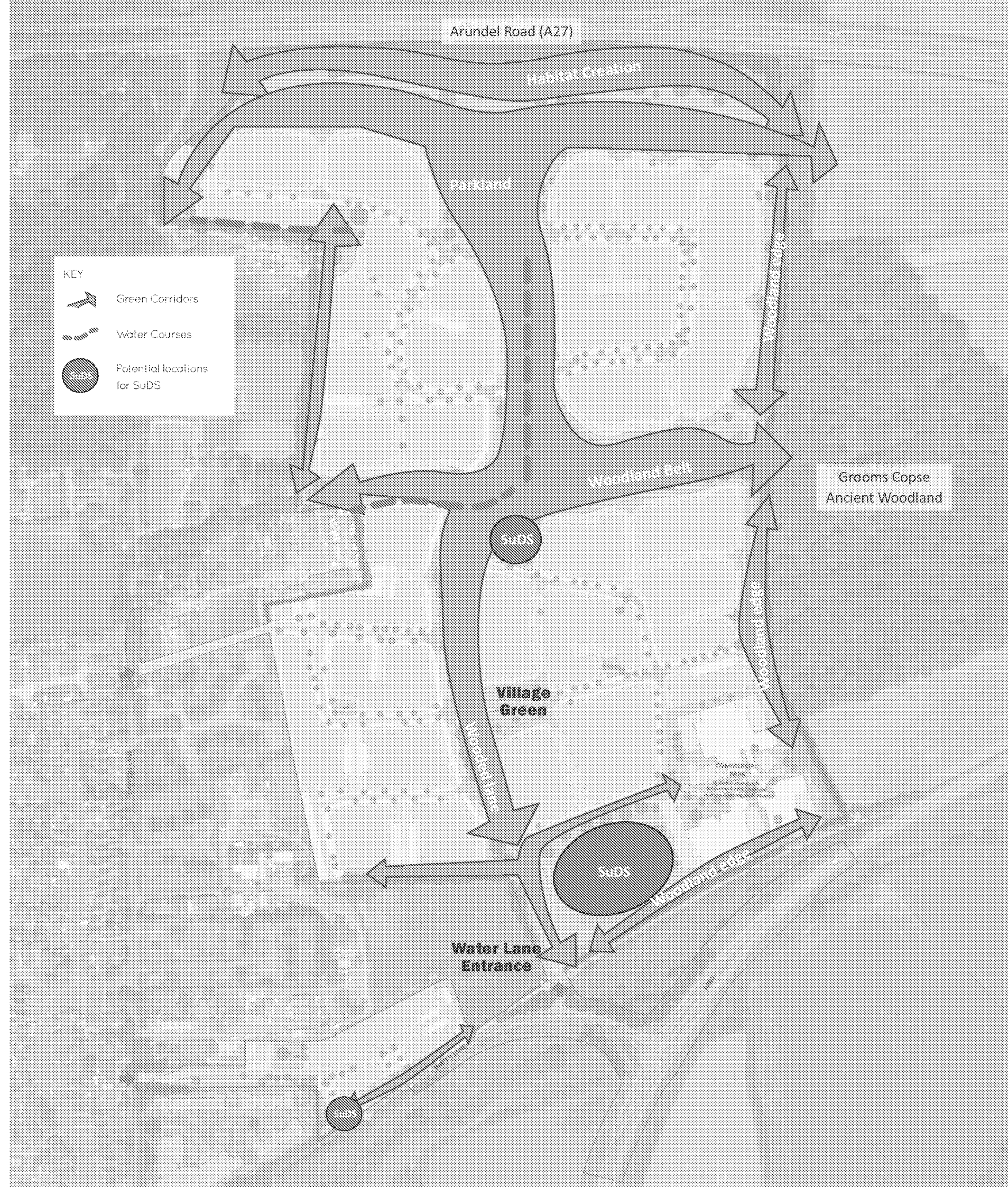
The proposals are informed by and respond to the existing positive landscape features, character and natural environment of the site and its local and wider context, to create a well-integrated place for people and nature.

#### The key landscape and natural features:

- Groom's Copse Ancient Woodland abutting the eastern boundary
- The existing central east-west woodland belt containing sensitive ecological habitats
- Vegetation on man-made bunds around the race course provides valuable dormouse habitat. The bunds are an unnaturally steep and artificial landform that contain a range of unstable material and therefore require removal and replacement habitat creation.
- The woodland lane running north-south in the southern section of the site and includes mature Oaks that provide a sense of longevity
- The pattern of hedgerow and water courses throughout the site and along the peripheries.
- Existing public footpath providing a connection across the site between Water Lane and Dappers Lane and potential to link to wider connectivity within the site and to the South Downs National Park
- Areas of high ground on the northern boundary and the relationship of this part of the site to the adjoining A27 and associated noise, visual and air pollution considerations.
- Appreciation of the site as part of the village and countryside edge and the character of the existing village nestled in tree cover in views from Highdown Hill (South Downs National Park) to the south-east of the site.

These features will be retained and restored, addressed or reflected in the scheme design to create a network of integrated and multi-functional spaces and elements that respond to local character, support future communities and maintain connectivity to the surrounding habitats and network of trees, hedges, woodland and watercourses.

Green infrastructure diagram ►



## 4.2 Biodiversity

### Habitats

The modified grassland fields are poor quality habitats likely to support a limited assemblage of protected and notable species. The ancient woodland edge and hedgerows are assessed to be the most ecologically valuable habitats and will be retained and buffered as part of the development proposals.

### Protected Species

Evidence of dormouse, including nests and live individuals were recorded in the majority of hedgerows surveyed on the site. The scrub buffer along the western edge of the racetrack was assessed to be particularly valuable for dormice due to the connectivity to nearby suitable habitats and good diversity of important food sources for dormouse. Any hedgerow/woodland removal will require a European Protected Species licence from Natural England.

The ancient woodland edge and hedgerows were assessed to be the most important habitats for bats on site. The double hedgerow which runs north-south through the centre of the site was assessed to be particularly valuable to bats. These habitats will be retained and buffered as part of the development proposals, with a lighting plan being implemented to ensure they are not subject to increased lighting levels as a result of the development. Landscaping in the north of the site will create new foraging areas for bats to use.

A main badger sett was identified within the woodland belt to the south of the racetrack. The sett was assessed to be partially used, with evidence of badger foraging identified in the immediate vicinity. If the sett requires closure as a result of the proposals, a mitigation licence from Natural England will be required prior to closure. The proposals include enhancement of the 15-metre buffer zone adjacent to the ancient woodland edge, which will create new commuting and foraging habitat for badger in the vicinity of the sett.



On site vegetation - scrub buffer along the western edge of the racetrack



Evidence of Doormouse found in hedgerows



Main badger sett identified within the woodland belt to the south of the racetrack

# NATURE

**Ancient woodland, existing trees and hedgerows (Condition 43)**

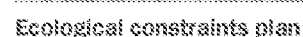
Retained mature trees and hedgerows will be protected through the use of suitable tree protection fencing throughout the construction period. This will mitigate potential impacts such as direct damage to roots by machinery or material storage and pollution impacts.

### Water courses and Drainage Constraints (Condition 38)

### Identified Wildlife Habitats

A main badger sett was identified in the woodland belt south of the racetrack. One of the entrance holes was clear of vegetation and so was assessed to be partially used. Badger foraging signs were identified near the sett and camera trap surveys recorded badger occasionally present on site.

Evidence of otter (a footprint) was identified near the pond to the south of the site, adjacent to the stream corridor. It was assessed that the species is likely to be constrained to habitats along the southern boundary of the site.



- Discused
- Partially Used
- ▨ 20m Buffer to Badger Set
- ▨ Dormouse Habitat
- ▲ Otter Sign



Scale: 1:4,000  
Date: 15/07/2021

## 4.4 Landscape Constraints

### KEY LANDSCAPE CONSTRAINTS:

#### South Downs National Park (SDNP)

The SDNP adjoins the eastern site boundary and also lies to the north of the site, beyond the A27. The development must protect the special qualities of the SDNP. There are mid-long distance overlooking views towards the site from parts of public footpaths 2148 and 2139 on higher ground near Highdown Hill. In those views, the site forms part of the rural edge to Angmering, playing a transitional role between the existing built up area of Angmering and the SDNP.

#### Trees and Woodland

Ancient woodland at Groom's Copse is a rare and valued resource that requires protection. Mature trees (including a number that are subject to Tree Preservation Orders), hedgerow and woodland on the site will also be retained and protected. These features establish a sense of a rural edge and sylvan character to the locality that should be embraced and enhanced. Opportunity should also be taken to reconnect offsite woodland habitats.

#### Topography and drainage

The bunds around the Oval Race Club are unattractive and artificial landforms that are unstable and therefore require removal. The dormouse habitat they provide must be protected and re-established within the development. Areas of high ground on the site should be retained as open space. The existing network of watercourses should be utilised as part of SUDs provision where appropriate.

#### Public Rights of Way

Public footpath (no. 2149) runs through the site and must be retained. It should be upgraded to a bridleway to allow increased recreational use. New interconnecting paths should be created to allow for greater connectivity, active living and recreational opportunities.

#### Built influence

The A27 and industrial developments west of the site exert auditory and visual influence on parts of the site. This needs to be addressed in the proposals.

### KEY

#### Existing landscape features

-  RPA of category A trees with 2m buffer
-  RPA of category B trees with 2m buffer
-  RPA of category C trees with 2m buffer
-  Trees covered by TPO
-  South Downs National Park
-  Ancient Woodland
-  Deciduous woodland
-  Existing watercourses and ponds

#### On Site Wildlife Habitats

-  Badger setts and buffer
-  Possible bat roost location
-  Otter footprint location
-  Dormouse habitat

#### Detractors

-  Traffic on trunk roads
-  Commercial and industrial uses

#### Required Buffer Zones

-  15m ancient woodland buffer
-  6m vegetative screening buffer to help screen views from SDNP (LVIA mitigation)
-  Noise buffer from A27
-  Noise buffer from industrial units

#### Other

-  Public footpath
-  Views from the SDNP
-  Interface with built development

Site constraints diagram ►



## 4.5 Mitigation

### Ancient Woodland Buffer

A minimum 15m wide landscape buffer must be established along the eastern site boundary with Groom's Copse Ancient Woodland, in accordance with Natural England Standing Advice. This would also provide a degree of separation and a green edge to the SDNP to the east.

The abrupt edge of the woodland will be softened with woodland edge planting, informal paths beyond the buffer area allowing residents to connect with the woodland habitat without encouraging access.

### Bund Vegetation Removal / Relocation

Areas of vegetation that must be removed to ensure the ground is safe and free of contaminants will be reinstated with mitigation and habitat creation in appropriate locations on site.

### Northern Boundary Habitat Creation

At the northern side of the development, The fields must be retained as undeveloped land and green space to provide a buffer and separation between new built forms and the A27 and SDNP to the north.

The northern boundary of the site will be used for habitat creation to mitigate vegetation removal. The area will be planted with tree and shrub species which are known to be important food sources for dormice.

As well as strengthening the connectivity of Grooms Copse Ancient Woodland and broadleaved woodland to the west and east of the site for local wildlife populations, the habitat creation of woodland edge with thicket understorey provides a physical barrier to the A27 and enhances the visual barrier with a mixed tree canopy partially screening high sided vehicles. The organic edge of the woodland edge habitat softens the boundary and enhanced the rural setting of the public open space.

The planting along the northern boundary will further screen the A27 in long views across the site and surroundings from the key viewpoint of Highdown Hill, to the south east of the site, in the SDNP.

### Bund Vegetation Removal / Relocation

Areas of vegetation that must be removed to ensure the ground is safe and free of contaminants will be reinstated with mitigation and habitat creation in appropriate locations on site.



Looking toward the northern boundary and A27 from within the site

## 4.6 Movement Network: Routes and Nodes

The proposals have been developed to bring the woodland edge character of the local setting into the development, creating corridors for wildlife and providing well-connected pedestrian routes that are 'green' in character. The network of pedestrian/non-motorised users routes will provide direct links to key destinations to promote active travel choices, as well as creating leisure circuits for people to exercise and enjoy and embrace the natural setting.

The physical barriers of the A27 in the north, Water Lane in the south, built form to the west and protected Ancient Woodland to the east limit wider access connections beyond the site and therefore internal pedestrian routes will be utilised to promote recreation and enjoyment of the setting.

The existing public footpath route through the site and trees along it has informed the of a green spine formed by the wooded lane and parkland to the north. From the main entrance the green spine travels through a succession of spaces and character areas before opening up to the public open space in the north of the site.

The nodes created by the meeting of key routes will be addressed with appropriate landscape and/or architectural features to improve wayfinding and encourage movement through the site.

The node features may include but are not limited to the following:

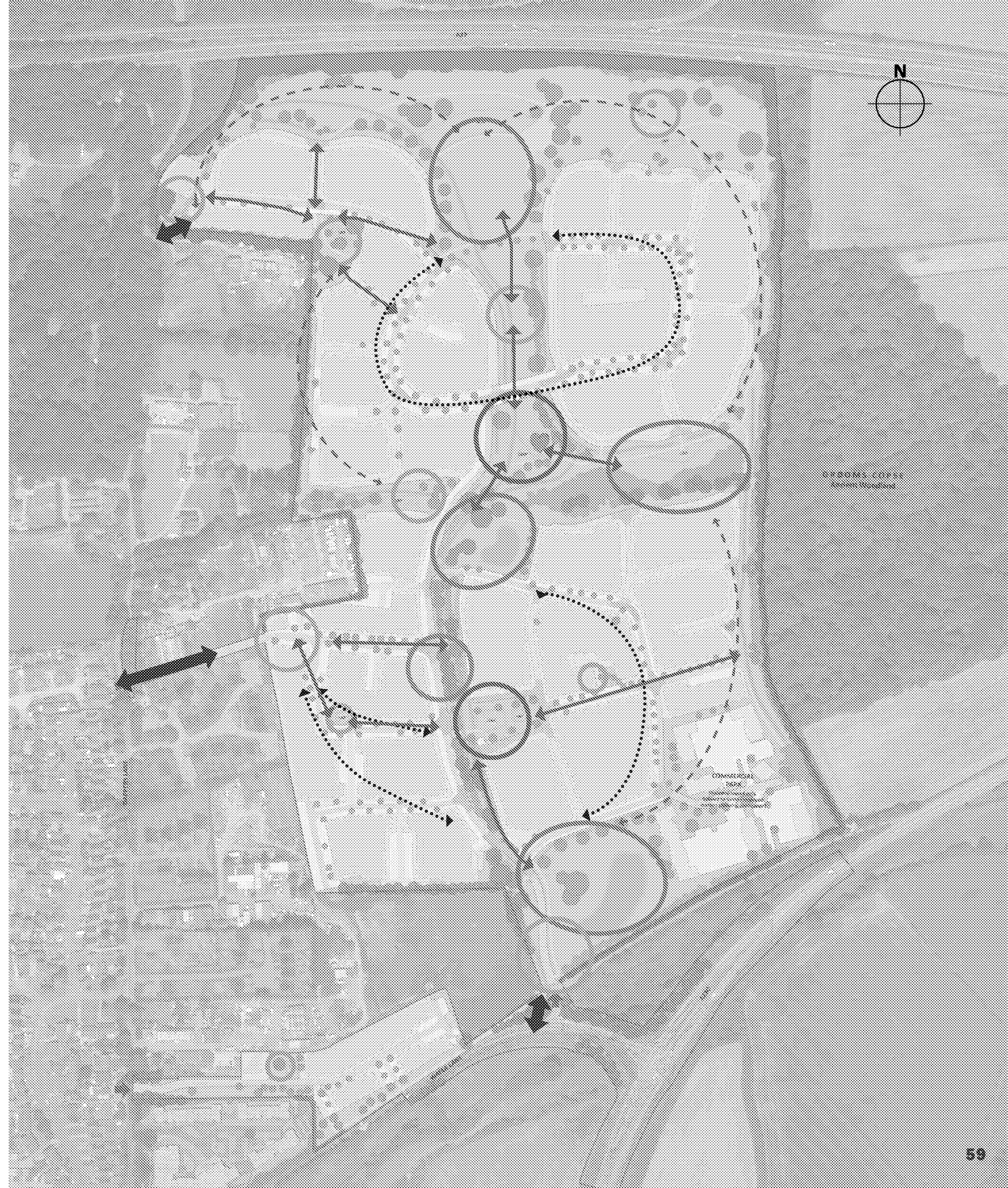
- Pocket parks
- Play features / Sport provisions
- Landscaped rest points
- Landmark building
- Landmark planting or structures
- Kiosks / facilities
- Travel hubs
- Community spaces
- Key Viewing Points

### KEY Routes:

-  Site access points
-  Direct Routes
-  Streetscape Links
-  Leisure Circuits

### Nodes:

-  Community Hubs
-  Key Green Spaces
-  Wayfinding Node
-  Travel Hub



4.0  
NATURE

4.7 Open Space Provision

| Public Open Spaces                                           | ADC Required Space (m²) * | Provided space (m²) |
|--------------------------------------------------------------|---------------------------|---------------------|
| Parks and Gardens                                            | 5,240                     | 11,754              |
| Amenity Greenspace                                           | 6,530                     | 45,823              |
|                                                              |                           |                     |
| Total Public Open Spaces                                     | 36,950                    | 65,300              |
| Play Facilities                                              |                           |                     |
| Local Area for Play (LAP) 100 m² min size                    |                           | 320                 |
| Locally Equipped Area for Play (LEAP) 400m² min size         |                           | 200                 |
| Neighbourhood Equipped Area for Play (NEAP) 1,000m² min size |                           | 680                 |
| Total LAP and LEAP                                           | 2,083                     | 3,000               |
|                                                              |                           |                     |
| Total Play Facilities                                        | 6,353                     | 6,800               |

In line with the Planning and Design for Outdoor Sport and Play 2008 guidance produced by Fields in Trust, designated spaces for play will be provide throughout the site at accessible distances from every household. The following open spaces have been incorporated into the site:

- 7 x Local Areas for Play (LAP) aimed at very young children. Each space is a minimum of 100m2 with a 5m buffer within 2 minutes walk (100m) from dwellings
- 3 x Locally Equipped Areas for Play (LEAP) for children who can go to play independently. The provision is for a minimum area of 400m2 with a buffer of 20m within 5 minutes walk from dwellings (400m)
- 1 x Neighbourhood Equipped Areas for Play (NEAP) for older children at minimum 1,000m2 with a buffer of 30m within 12 minutes walk from dwellings

The open spaces will be well connected and well located at accessible distances from every household to promote their use and allow a variety of uses including play, exercise, active travel, socialising, rest and relaxation.

KEY

Wildlife Habitats Non-Accessible to the Public

Natural and Semi-Natural Areas Accessible to the Public

Parks and Gardens

Amenity Greenspace

Local Areas for Play (LAP)

Local Equipped Area for Play (LEAP)

Neighbourhood Equipped Area for Play (NEAP)

Play Trails and Natural Play Space

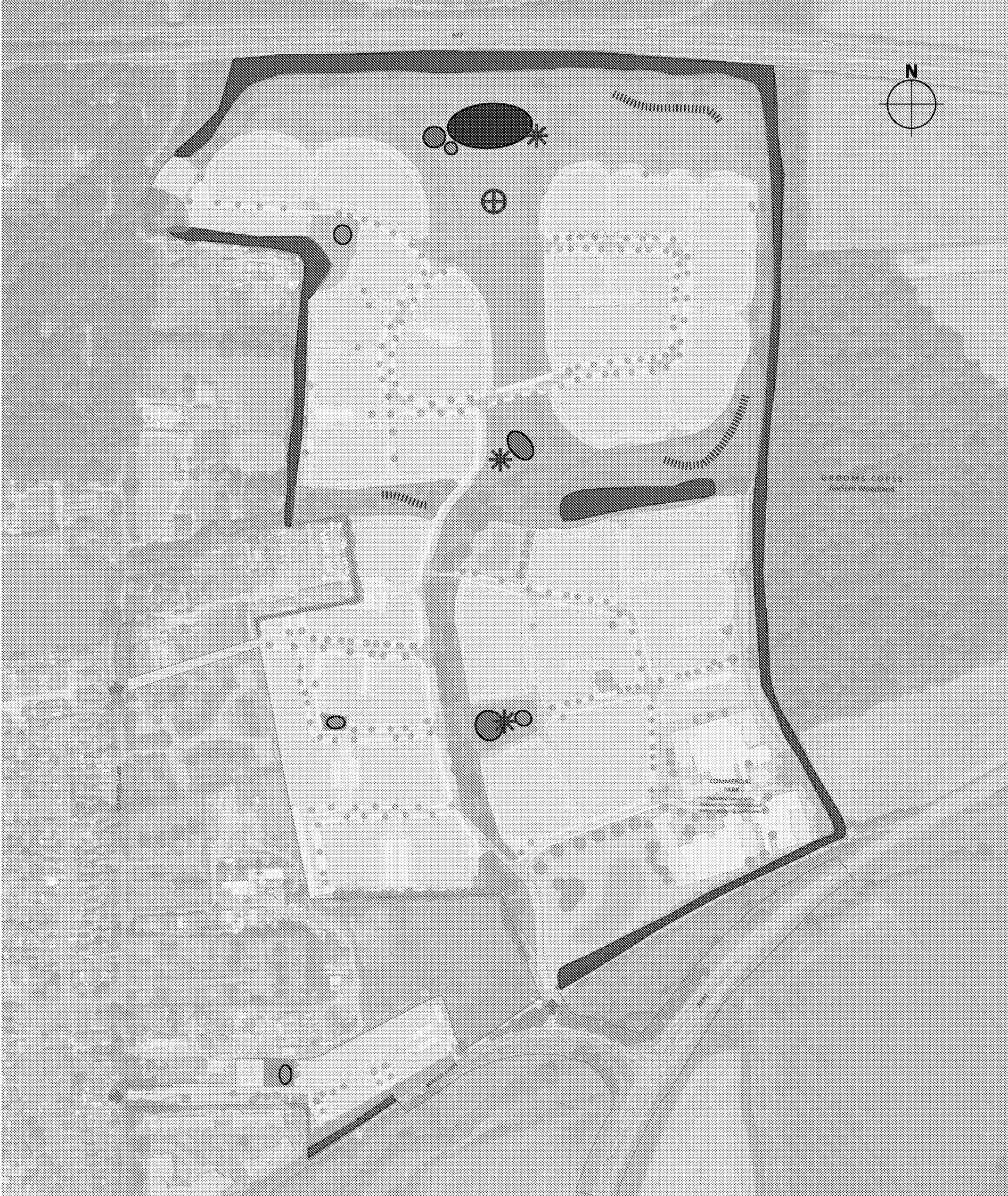
\*

Community Hubs

⊕

Informal Sports Space

Open space provision diagram ►



# 4.0 NATURE

## 4.8 Open Space Design

The open space design is built upon the green infrastructure of the site in combination with the proposed character areas of the development.

The character areas as set out below, respond to the natural features of the site and provide a coordinated design approach of built form, infrastructure, landscape, drainage and ecology.

The character areas set out in this design code dictate the density and building height requirements, built vernacular and land use, public open spaces requirement, habitat management, planting styles, material palettes and approach to play. The multidisiplinary approach to the character areas enhances the identity of each space and ensures the form and function of the site as a whole reaches its full potential.

-  The Gateway
-  The Village
-  Woodland Edge
-  Parkland
-  Commercial Park

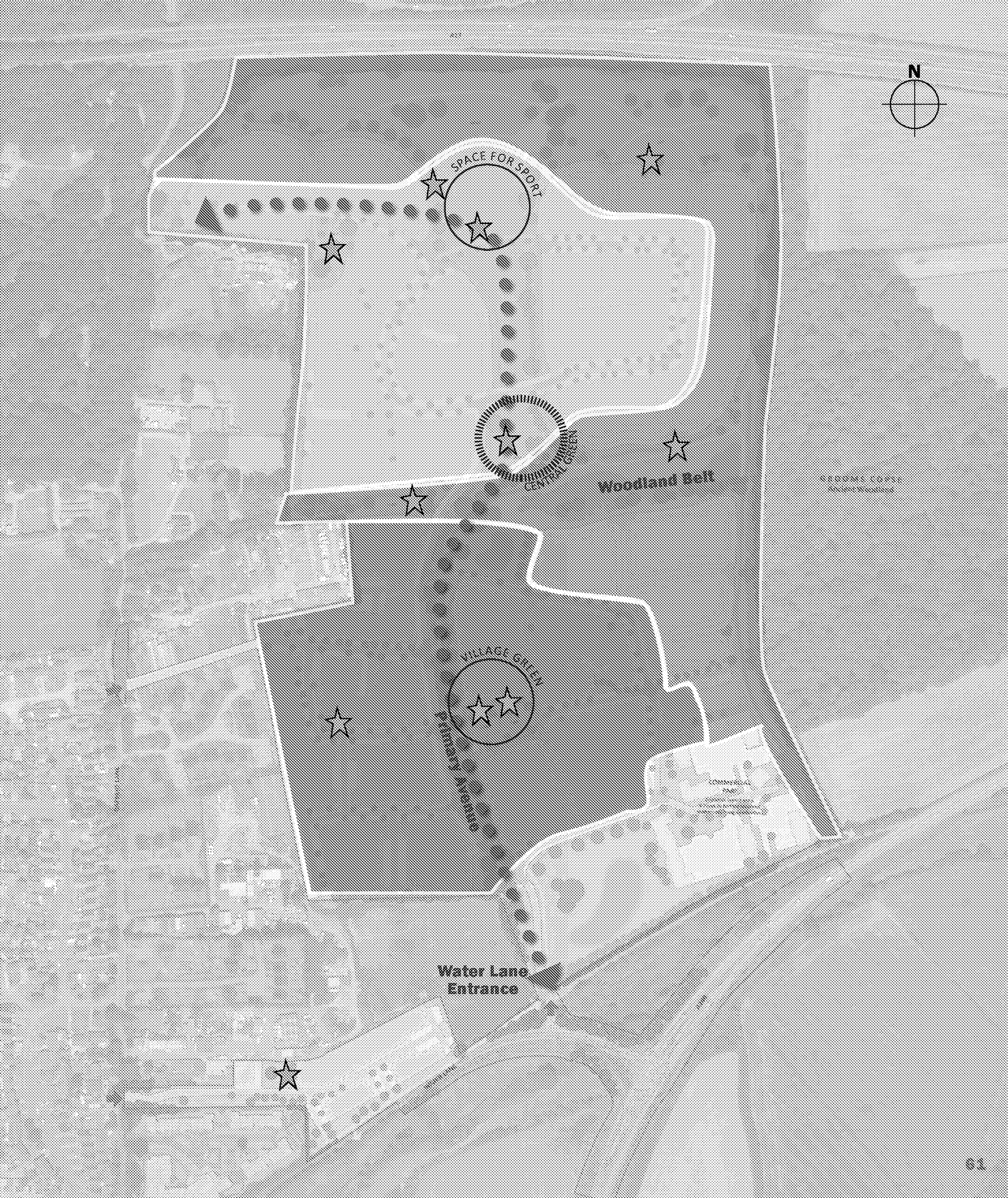
KEY

 Key Route

 Play / Rest Points

 Community Hubs

Open space design diagram ▶



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## Design Code: Section 5.0

### Built Form

#### Introduction

This section of the code sets out the rationale for the composition of the building typologies along streets and within key groupings as part of the respective character areas. The form and architectural language take reference from the character and form of Angmering village and specifically reference the historic core. It builds on the principles set out in the Outline Planning Submission.

The principles for the design of development parcels, building plots and form are set out to ensure that there is a calm and coherent quality to the new residential environment. Opportunities are identified for locations of key accent buildings which will assist with creating a legible place and introducing visual variety and interest.

The residential development will provide a permeable network of streets and spaces, enclosed and defined by a range of dwelling typologies. The selection of typologies and the way in which dwellings are grouped together is crucial to achieving the appropriate character for Land North of Water Lane.

The material palette will be informed by the local vernacular providing a rich mix of materials and colours. The respective palette of materials and architectural detailing in each character area will help to give clear definition to each.

This section demonstrates how the following vision objectives will be met:

- Create an attractive landscape led setting in which to live with a strong sense of place;
- Have regard for and make use of locally available building materials and local building techniques and styles;
- Design new built form that is in harmony with the natural environment; and
- Provide an appropriate mix of new market and affordable homes to respond to local needs

5.0

# BUILT FORM

5.1

## Character Areas

The intention of the character areas which were established as part of the outline planning application submission was that they follow a landscape driven rationale with each character area inspired by the site's form and characteristics. The areas will be refined in detail as part of the development of the reserved matters proposals. The character areas have been conceived to deliver the vision set out within the original outline application which comprised the following objectives:

- Create an attractive landscape led setting in which to live with a strong sense of place;
- Have regard for and make use of locally available building materials and local building techniques and styles;
- Design new built form that is in harmony with the natural environment;
- Deliver a high quality and sustainable development, well connected to the existing settlement, public spaces and transport links;
- Provide an appropriate mix of new market and affordable homes to respond to local needs;
- Deliver new and useable open space, well related and connected to existing open spaces within the vicinity;
- Enhance local character, the landscape setting, the Conservation Area, visual amenity and biodiversity; and

The character areas have been strengthened to respond to natural features within the site including woodlands, tree-lines, hedgerows, and topography with landscape enhancements. The character areas relate to land use and to the landscape sensitivity of the respective parts of the site which have led to the varying density and building height requirements on the parameter plans. The character areas include the following details of which are set out on the subsequent pages:

-  **The Village**
-  **Woodland Edge**
-  **Parkland**
-  **Commercial Park**

Proposed character areas plan ►



## 5.2 Regulating Code and Matrix

| CHARACTER AREA  | DESIGN CUES                                                                                                                                                                                                                                                                                                                                                                                                                                     | URBAN FORM                                                                                                                                                                                                                                                                                                                                                                                                                    | BUILDINGS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | PUBLIC REALM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Village         | <ul style="list-style-type: none"> <li>Rural avenue at site entrance</li> <li>Green corridor</li> <li>Attractive cycle and pedestrian route</li> <li>Ecological corridor</li> <li>More dense streets of urban character</li> <li>Narrower village streets</li> <li>Tree-lined avenue</li> <li>Distinctive identity through built forms</li> <li>More traditional architectural character with reference to local historic vernacular</li> </ul> | <p><b>Block Structure:</b></p> <ul style="list-style-type: none"> <li>Perimeter blocks with medium to high degree of enclosure</li> </ul> <p><b>Density:</b></p> <ul style="list-style-type: none"> <li>35-40 DPH</li> </ul> <p><b>Parking:</b></p> <ul style="list-style-type: none"> <li>Varied, on-plot, frontage parking on street and in rear courtyards</li> </ul>                                                      | <p><b>Style:</b></p> <ul style="list-style-type: none"> <li>Predominantly semi-detached and terraced houses and small apartment buildings</li> </ul> <p><b>Height:</b></p> <ul style="list-style-type: none"> <li>Predominantly 2 storeys with occasional 2.5 storey buildings</li> </ul> <p><b>Materials and architectural detailing:</b></p> <ul style="list-style-type: none"> <li>Predominantly brick with regular use of render. Flint with brick quoins/patterned brickwork on key buildings</li> </ul>                                             | <ul style="list-style-type: none"> <li>Grass verges and green corridor with tree planting</li> <li>Pedestrian and cyclist movement</li> <li>Hard surfacing to reinforce coherence of gateway space</li> </ul> <p><b>Front garden boundaries:</b></p> <ul style="list-style-type: none"> <li>Defined front garden</li> <li>Metal railings and/or dwarf brick/flint wall</li> </ul> <p><b>Road surface:</b></p> <ul style="list-style-type: none"> <li>Macadam and paved squares at junctions</li> </ul> <p><b>Footpaths:</b></p> <ul style="list-style-type: none"> <li>Generally macadam</li> </ul> |
| Parkland        | <ul style="list-style-type: none"> <li>Tree-lined avenues</li> <li>Urban character streets and lanes</li> <li>Rural edge to village</li> <li>Hedge-lined lanes with grass verges</li> <li>More contemporary architectural character</li> </ul>                                                                                                                                                                                                  | <p><b>Block Structure:</b></p> <ul style="list-style-type: none"> <li>Perimeter blocks with low to medium degree of enclosure to streets</li> </ul> <p><b>Density:</b></p> <ul style="list-style-type: none"> <li>Generally 25-35 DPH</li> <li>Northern Edge 15-25 DPH</li> </ul> <p><b>Parking:</b></p> <ul style="list-style-type: none"> <li>Varied on-plot, frontage parking in bays on street and rear courts</li> </ul> | <p><b>Style:</b></p> <ul style="list-style-type: none"> <li>Predominantly semi-detached and detached houses with occasional short terrace and small apartment buildings</li> </ul> <p><b>Height:</b></p> <ul style="list-style-type: none"> <li>Predominantly 2 storeys, 1 and 1.5 storeys on northern edge</li> </ul> <p><b>Materials and architectural detailing:</b></p> <ul style="list-style-type: none"> <li>Predominantly brick. Flint with brick quoins/patterned brickwork on key buildings with occasional plain tile on green edges</li> </ul> | <p><b>Front garden boundaries:</b></p> <ul style="list-style-type: none"> <li>Metal railings and/or dwarf brick wall on streets</li> <li>Estate railings on green edges</li> </ul> <p><b>Road surface:</b></p> <ul style="list-style-type: none"> <li>Macadam to defined carriageway</li> <li>Block paving to shared surface lanes</li> </ul> <p><b>Footpaths:</b></p> <ul style="list-style-type: none"> <li>Macadam where applicable</li> </ul>                                                                                                                                                   |
| Woodland Edge   | <ul style="list-style-type: none"> <li>Rural edge to village</li> <li>Green corridors</li> <li>Attractive cycle and pedestrian routes</li> <li>Ecological corridor</li> <li>Hedge-lined lanes with grass verges</li> <li>Semi-rural architectural character</li> </ul>                                                                                                                                                                          | <p><b>Block Structure:</b></p> <ul style="list-style-type: none"> <li>Edges of perimeter blocks fronting onto open space, more gaps between buildings</li> </ul> <p><b>Density:</b></p> <ul style="list-style-type: none"> <li>Generally 15-25 DPH</li> </ul> <p><b>Parking:</b></p> <ul style="list-style-type: none"> <li>On-plot garages and drive spaces</li> </ul>                                                       | <p><b>Style:</b></p> <ul style="list-style-type: none"> <li>Predominantly detached houses</li> </ul> <p><b>Height:</b></p> <ul style="list-style-type: none"> <li>Generally up to 2 storeys</li> </ul> <p><b>Materials and architectural detailing:</b></p> <ul style="list-style-type: none"> <li>Predominantly brick with occasional plain tile and dark coloured boarding in 'earthy tones' - red/brown and brown</li> </ul>                                                                                                                           | <p><b>Front garden boundaries:</b></p> <ul style="list-style-type: none"> <li>Picket fence/estate railing with hedge behind</li> </ul> <p><b>Road surface:</b></p> <ul style="list-style-type: none"> <li>Block paving to Lanes and private drives</li> </ul> <p><b>Footpaths:</b></p> <ul style="list-style-type: none"> <li>Shared surface lanes</li> </ul>                                                                                                                                                                                                                                       |
| Commercial Park | <ul style="list-style-type: none"> <li>Small, landscaped business park</li> </ul>                                                                                                                                                                                                                                                                                                                                                               | <p><b>Block Structure:</b></p> <ul style="list-style-type: none"> <li>Individual buildings arranged around courts</li> </ul> <p><b>Parking:</b></p> <ul style="list-style-type: none"> <li>In a series of courts</li> </ul>                                                                                                                                                                                                   | <p><b>Style:</b></p> <ul style="list-style-type: none"> <li>Pavilion buildings</li> </ul> <p><b>Height:</b></p> <ul style="list-style-type: none"> <li>Up to 2 storeys (maximum 12m high at ridge)</li> </ul>                                                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>Perimeter open space around attenuation basin</li> <li>Areas of grass and landscaping with trees in parking courts</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                |

### 5.3 The Village Character Area

The Village is the highest density part of the new development at between 35 and 40 Dwellings per Hectare located at the interface between the new development and the existing and proposed development to the west of the site.

The sense of place is defined by the pattern and grain of the layout which has a more formal urban structure in this area with regular streets and more continuous frontages using small apartment buildings, short terraces, semi-detached and occasional detached houses.

From the Gateway, the Village Street leads northwards with the retained tree line creating a north-south green corridor subdividing the western and eastern parts of this character area. A green space immediately east of the green corridor incorporates a LAP and a LEAP as a social focus to the area. This is incorporated within a defined square which creates a strong physical visual and social focus to this area of the new neighbourhood.

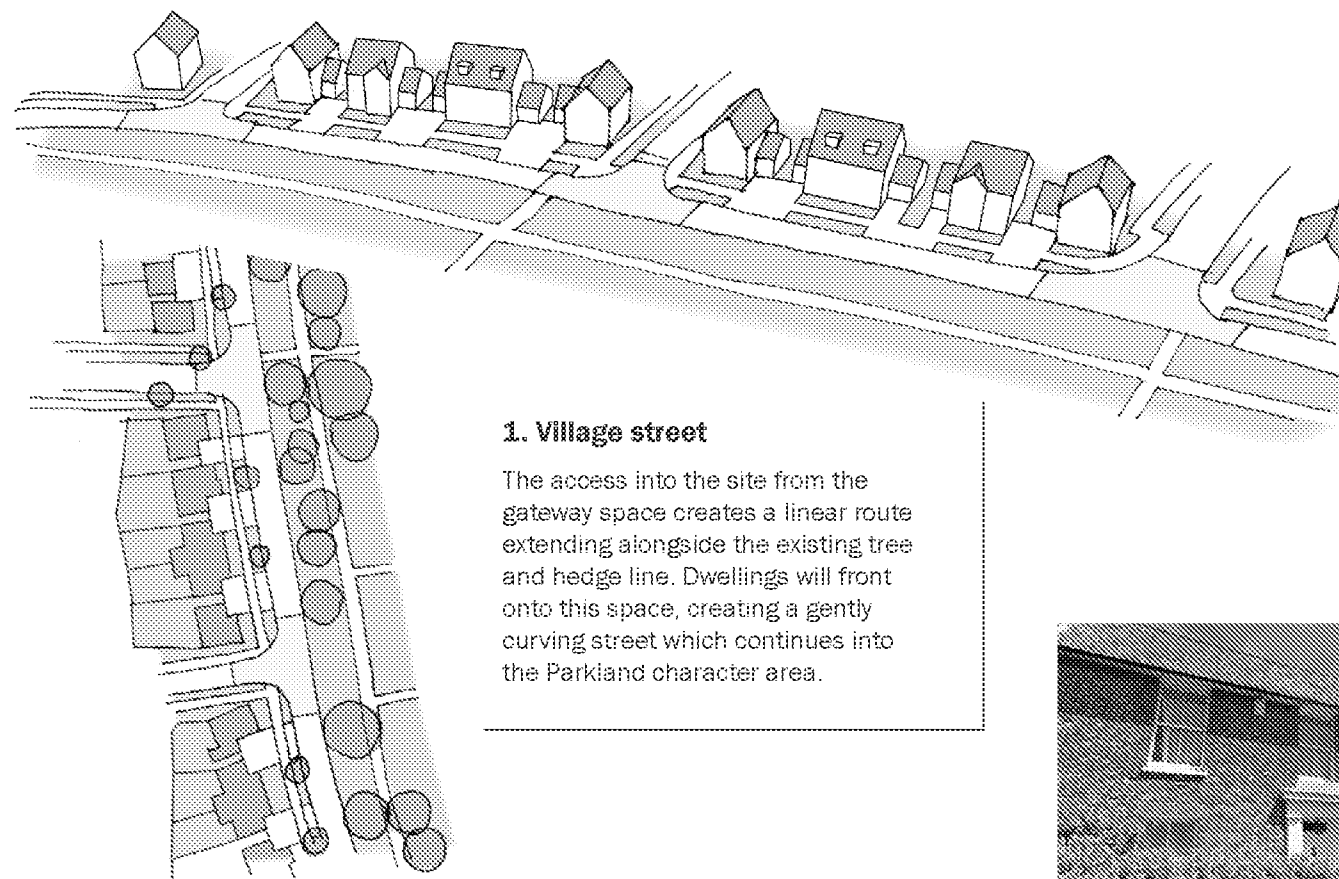
From the Village Street a formal network of streets and lanes create a tertiary urban framework with an enhanced sense of enclosure. Shared surface lanes lead out to the green lanes and private drives which serve the houses in the Woodland Edge character area which front onto Groom's Copse and the east-west green corridor.

A limited number of small parking courts have been introduced to locate some of the parking away from the street to create less car dominated roads. All the parking courts have been designed with good Secured By Design Principles in mind and are of a size and location to the dwellings that they serve that they will be appropriately used.

This area of the development includes a proportion of 2.5 storey height buildings which is consistent with the amount indicated on the approved parameter plans and is proportionally consistent with the examples found in both the older buildings and more recent developments in the village.

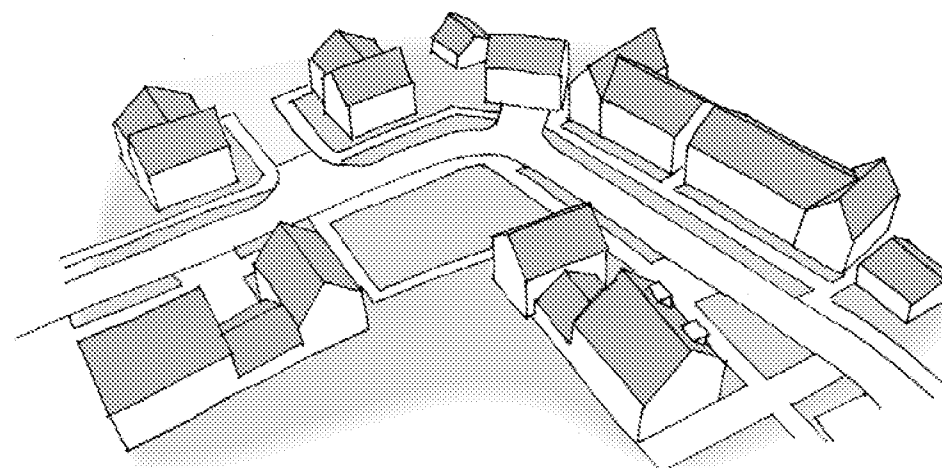
#### Key features:

- More formal layout and urban character
- Central square as focus space
- North-south Village Street
- Generally, more continuous frontage
- Small apartment buildings, terraced and semi-detached and occasional detached house
- Predominantly 2 storeys with occasional 2.5 storey building
- Maximum eaves height - 6.0 metres
- Maximum ridge height - 12 metres
- Parking will be a mix of on-plot, on street in perpendicular bays and in frontage and rear parking courts
- Wall materials - stock facing brick, significant areas of render and rough cast render, plain tile hanging and use of flint with red brick features
- Roof materials - predominantly plain tile with occasional slate appearance tiles on apartments and focus buildings
- Predominantly low shrub planting to dwelling frontages, low brick and flint walls or railings



#### 1. Village street

The access into the site from the gateway space creates a linear route extending alongside the existing tree and hedge line. Dwellings will front onto this space, creating a gently curving street which continues into the Parkland character area.



#### 2. Neighbourhood square

Dwellings include short terraces, semi-detached and detached dwellings, predominantly 2 storeys high with occasional 2.5 storey. The materials used in this area should be mainly render to mirror the large number of rendered and painted dwellings in Angmering village centre.

