

Development Form

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Occupancy	Parking
Tenure	Cycle Storage
Enclosures	Refuse Collection
Acoustics	Landscaping
Character	Drainage
Materials	Sustainability
Street Scenes	Community Safety

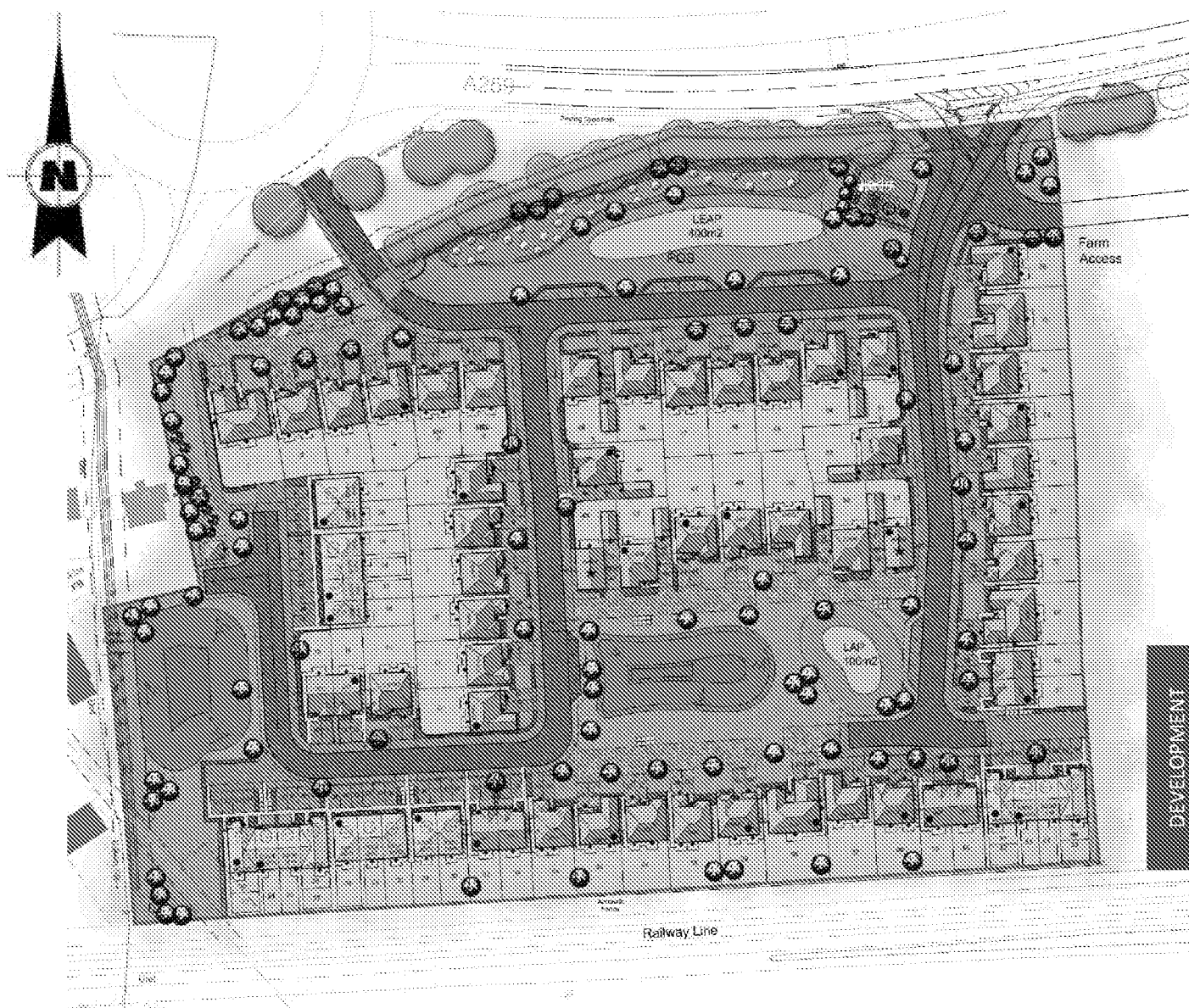
The Proposal

This section of the document will establish key design principles of the layout including Use, Amount, Access, Layout, Scale, Appearance and Landscaping.

The application proposes a new high quality residential development of 76 dwellings, 53 of which are private market dwellings, 6 are shared ownership dwellings and 17 are for affordable rent.

The proposed development will also include associated access roads and footpaths, parking for residents and visitors, private amenity space, public open space, drainage and new landscaping.

The proposed site layout responds to the character of the local area, while also reflecting the opportunities and constraints which have been discussed within this document



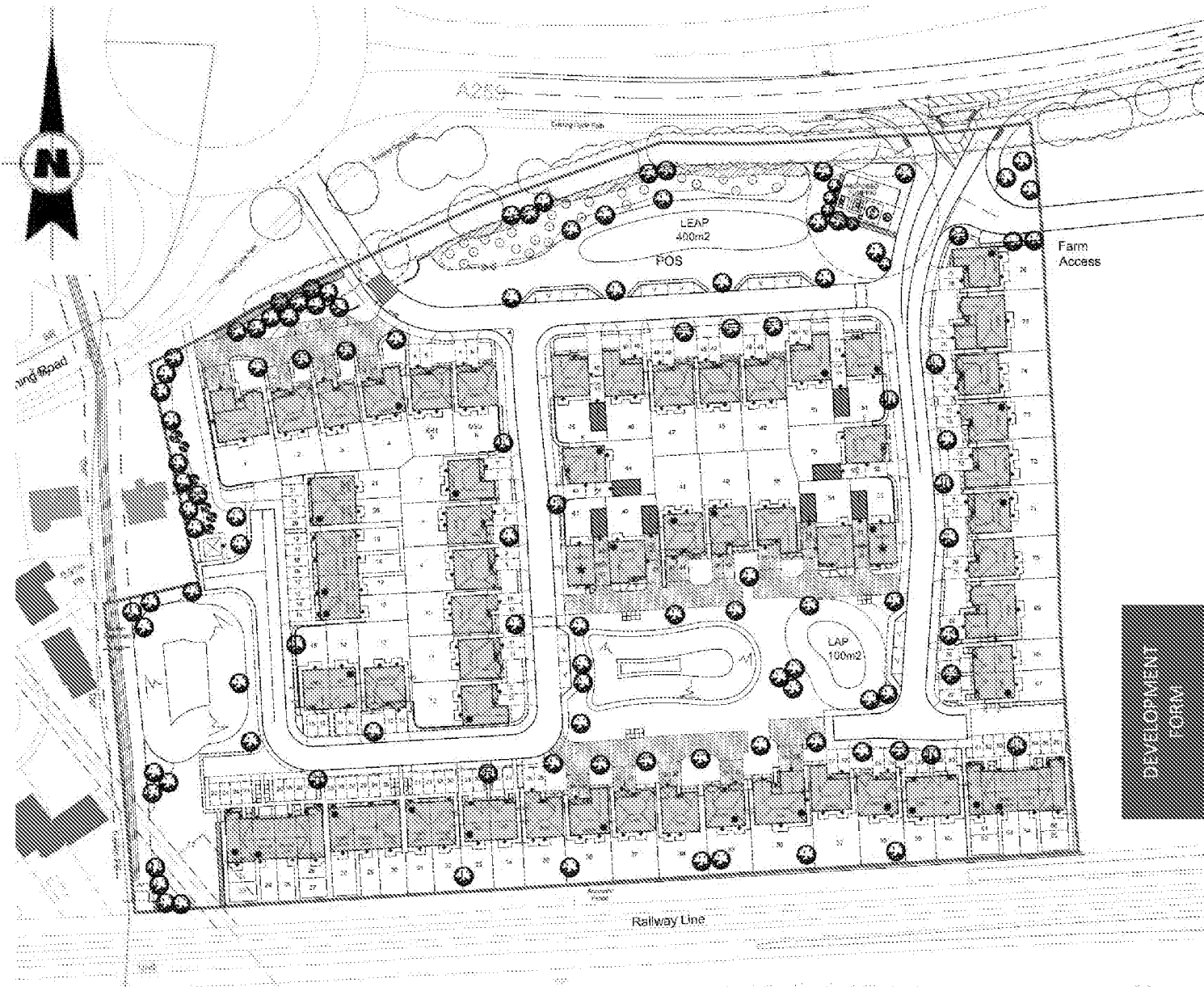
DEVELOPMENT
FORM

Scale

The adjacent plan illustrates the massing of the proposed development. The scheme entirely consists of two storey houses / maisonettes with a small number of dwellings also having single storey detached garages. This is similar to the with the density and massing of developments in the surrounding areas, a requirement of the Arun Design Guide.

Dwellings predominantly consist of detached houses, but there will also be some examples of semi detached and terraced houses / maisonettes.

The arrangement and orientation of dwellings has been carefully considered, this will limit the impact upon existing surrounding structures. Thus avoiding any undue effects of overlooking and loss of privacy of adjacent properties.



DEVELOPMENT FORM

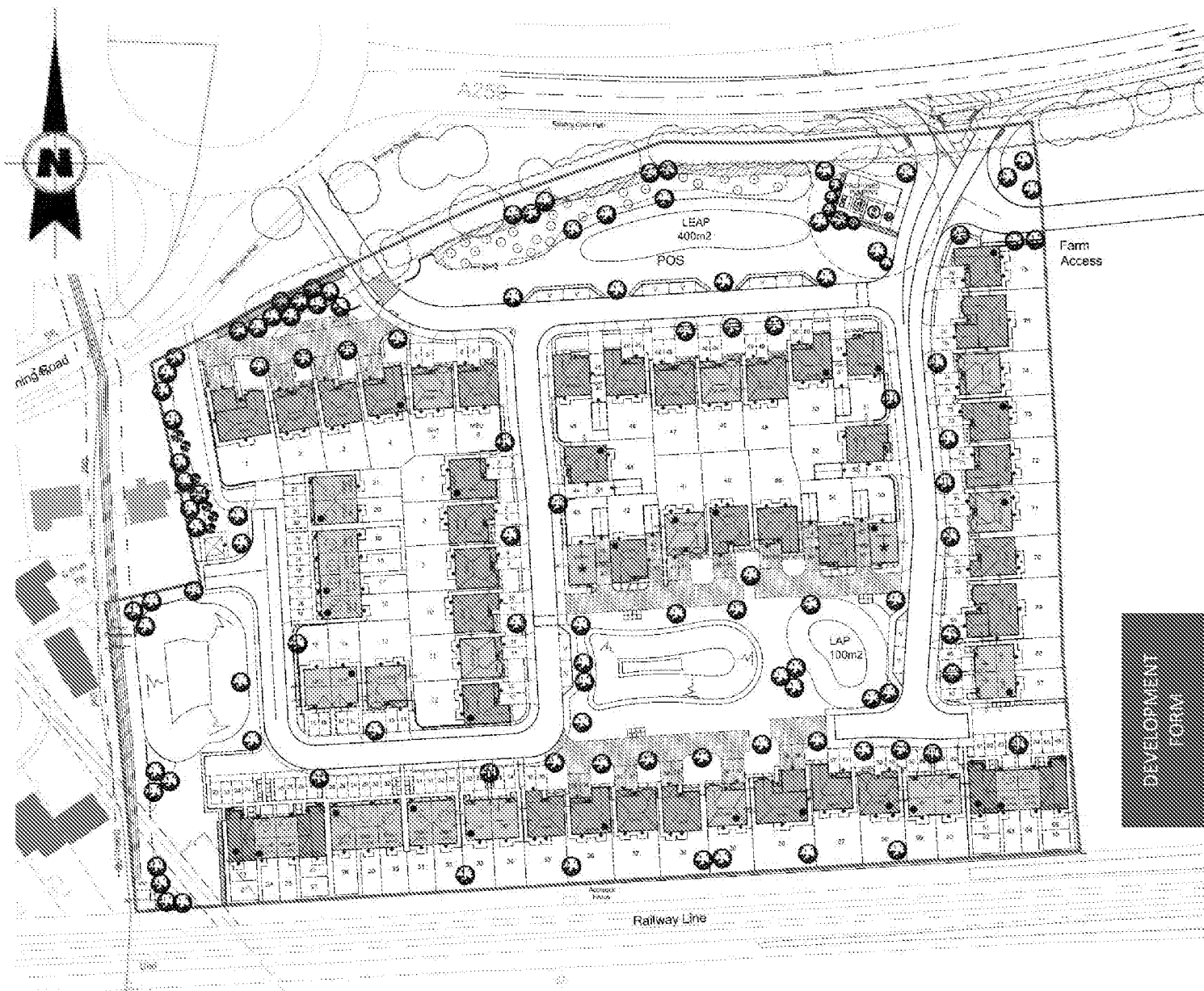
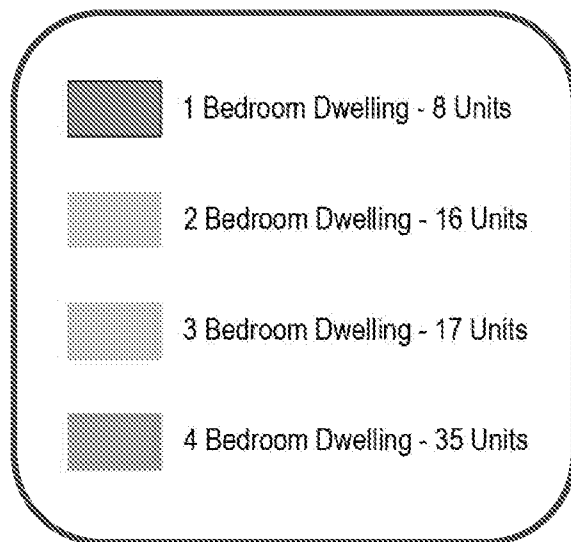
Occupancy

The adjacent plan illustrates the building occupancy of the proposed development.

The scheme features 12 no. distinctive home styles consisting of 2, 3 and 4 bedroom houses and 1 bedroom maisonettes; offering a wide choice to the local community.

The proposals aim to disperse 3 and 4 bedroom dwellings across the development with 1 and 2 bedroom dwellings predominantly located on the site edges.

Dwellings predominantly consist of detached houses, but there will also be some examples of semi detached and terraced houses / maisonettes.



DEVELOPMENT FORM

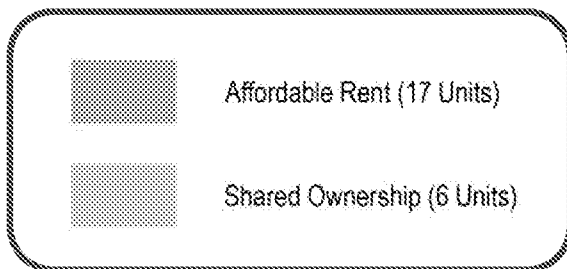
100 South of A256, Aylesbury

Tenure

The following Tenure plan shows the envisaged mix of private and affordable dwellings spread across the site. 53 no. private dwellings, in a range of 8 dwelling styles are provided in the scheme. These consist of 2, 3 and 4 bedroom detached and semi detached houses.

Affordable units make up 30% of dwellings provided across the whole scheme, with 23 dwellings, in 4 dwelling styles, allocated as affordable. This consists of 6 shared ownership dwellings and 17 dwellings for affordable rent. Affordable units include 2, and 3 bedroom semi detached / terraced houses and 1 bedroom maisonettes.

Affordable properties are tenure blind in appearance and predominantly located on the South and West site boundaries



Enclosures

The following Enclosures Plan shows the proposed boundary treatments.

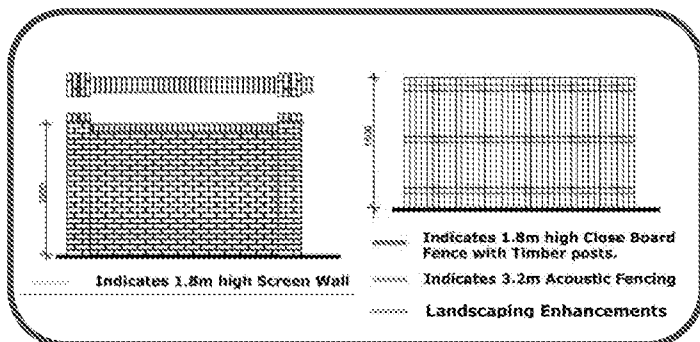
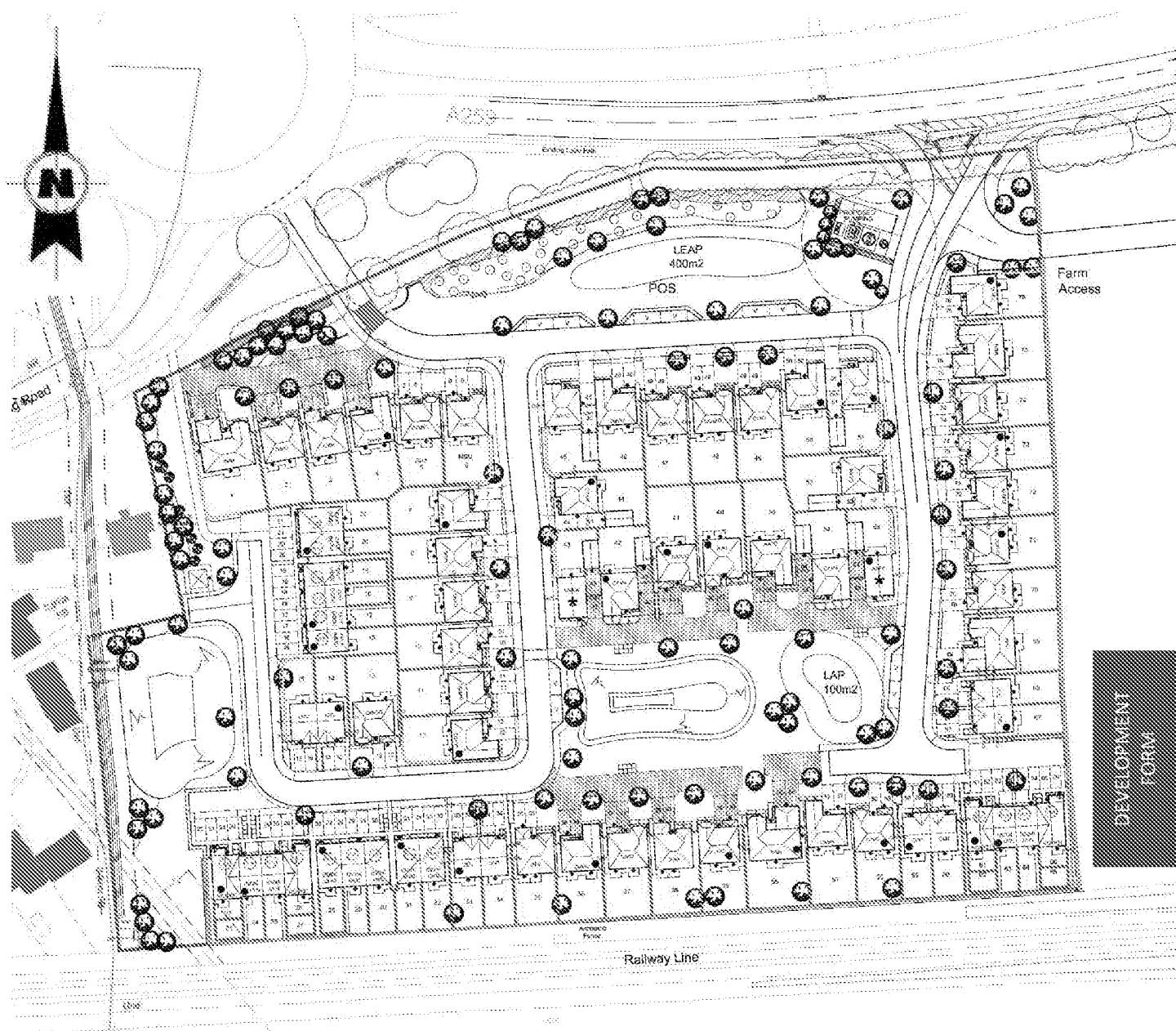
All private treatments considered exposed to the public realm and open spaces will be provided as feature brick screen walls of 1.8m height to help demarcate between public and private realm.

Close board fencing with timber post detailing at 1.8m heights are provided to appropriately screen between dwellings.

All properties ensure securely gated entrances located close to the frontage of properties to avoid unfit access ways which maintain user privacy, safety and design out opportunities for crime.

A 3.2m acoustic fence will protect dwellings along the Southern boundary from the noise of the nearby railway line.

For details of fencing used in the POS, such as around the LAP, LEAP or wildlife area, please refer to landscaping drawings.



Acoustics

The noise impact assessment provided by 24 Acoustics LTD indicated that provision of a 3.2m acoustic fence along the southern boundary, wrapping around the gardens of plots 22 – 39 and 56 – 66, would be sufficient to protect these external amenity spaces from the noise of the railway. This would keep the noise in private amenity spaces to a maximum of 55DB. Windows and vents for these properties will need to be specified to provide sufficient sound protection to internal spaces, do ensure that noise does not reach more than 35DB.



DEVELOPMENT FORM

Character Summary

Materials, Hard Surface Treatment and Architectural Styles Palette:

Character Summary Design Points

- 2 storey dwellings.
- Dwellings predominantly have frontage parking with integral garages but some have side parking and detached garages.
- Predominantly red or orange stock bricks, which respect the character of the local area. Yellow brick used on select plots.
- Chalk white render, tile hanging and boarding is used on some plots to add variety and character to the streets.
- Mix of brown and grey roof tiles.
- White window frames / fascia. Black rain water goods. Range of door colours.
- Pockets of open space to create visual contrast to the built up streets.
- Linear building group patterns
- High quality traditionally designed homes sympathetic to the local area.

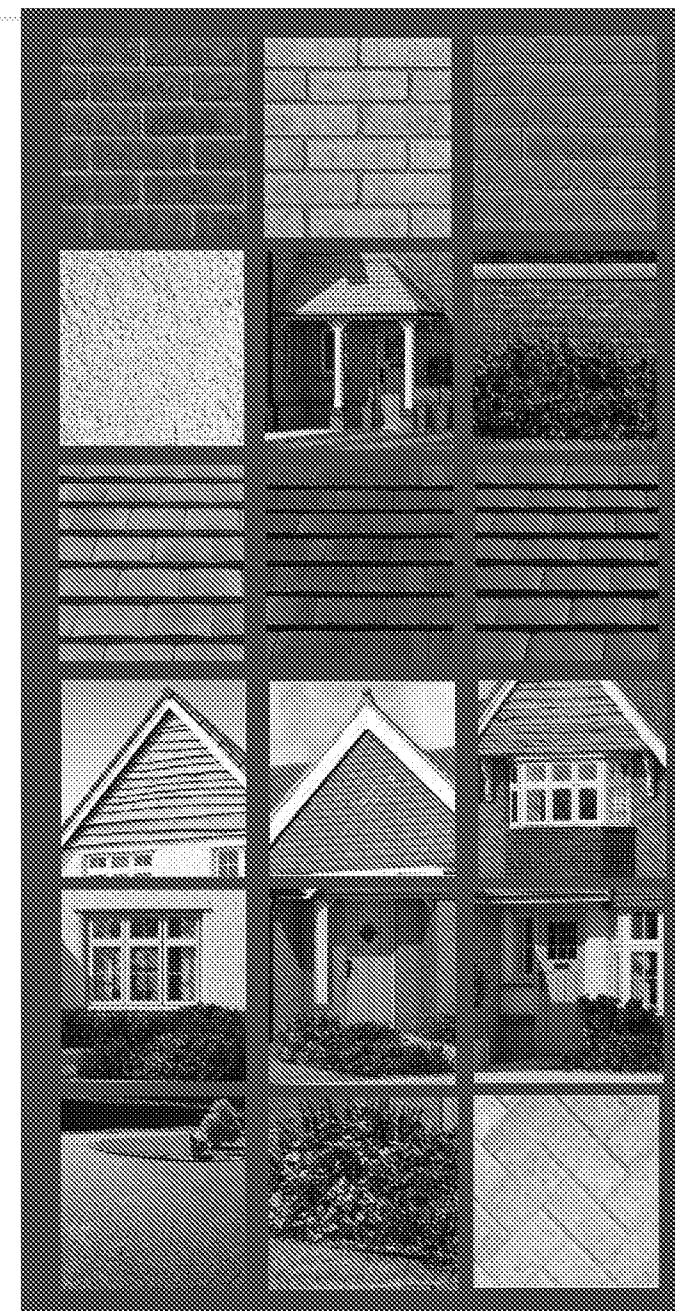
Character and Appearance

Redrow Homes plan to provide high quality, family homes that correspond with the local vernacular. The site will make use of existing landscaping to create beautiful green spaces for recreational use.

The scheme aims to deliver houses of a traditional architectural design and materials palette in keeping with the character of Angmering.

The scheme will be designed cohesively in terms of urban built form, heights and architectural features. However dwellings will feature a variety of detailing such as different window and door styles, canopy styles and some plots featuring render, tile hanging or boarding. This adds variety and character to the streetscape.

Roads and drives are to be tarmac, however some shared private drives will be block paving in 'Autumn Gold', to indicate a change in road hierarchy. Streets and front gardens will be enhanced with soft landscaping.



Material Palette

Careful consideration has been given to the application of materials in order to reflect the traditional character of Angmering. Facing bricks are to be a mixture of red, orange and yellow. Roof tiles are to be brown or grey. Additionally some plots will feature white render, vertical tile hanging or waney edge timber boarding to add character and variety to the street scape. Door colours include a mixture of blue, beige, green and white. Window frames and fascia are to be white. Rain water goods are to be black.



Material Legend

Facing Materials:

	Redstock Tropoham Red or similar approved
	Redstock Peweech's Must Stock or similar approved
	Redstock Severnside Yellow Stock or similar approved
	Redstock Peweech's Must Stock or similar approved
	Render Wall: Stonehouse Chalk White - Rough Cast Finish or similar approved
	Concrete Vertical Tile Hanging Concrete Plain Tile / Greenwelling Roof
	Waney Edge Timber Boarding

Roof Tiles:

	Redstock Deson Mixed Russett or similar approved
	Redstock Gambel Slate Grey or similar approved
	Redstock St. J. Service Black or similar approved

Door Colours:

	Blue Heritage Setting Stone (4017 / 38157) or similar approved
	Tisbury Blue (35446 / 1621) or similar approved
	Farnworth Blue - Pigeon (605 / 32058) or similar approved
	Palms - Rope Ladder (211 / 42060) or similar approved
	White or similar approved

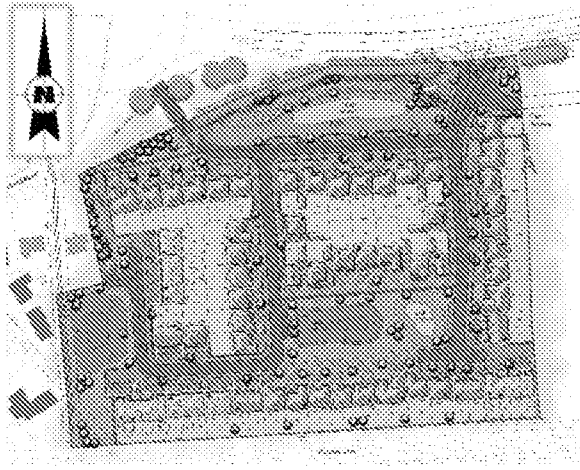
Walling Boundary Treatment

	Black Wall - Redstock Tropoham Red Stock or similar approved
	Black Wall - Redstock Peweech's Must Stock or similar approved

Plot Handings:

	Indicates opposite handed plot
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Street Scenes



The following street scenes show the mix of proposed dwellings, with varying built form, massing, roof configurations, materiality and elevational treatments, which creates a varied streetscape with interest and character.



Street Scene AA – Part 1



Street Scene AA – Part 2



Street Scene BB

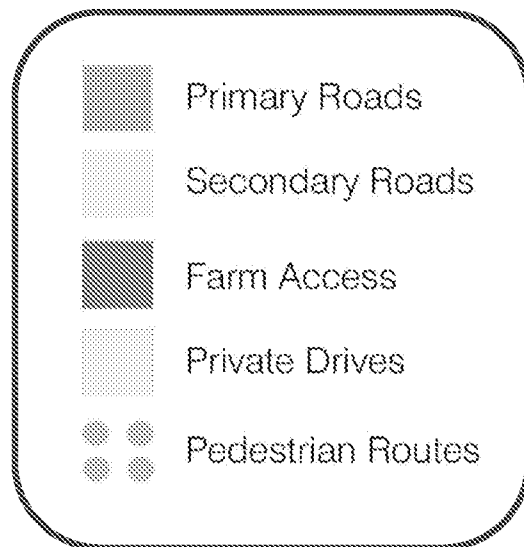
DEVELOPMENT FORM

Movement Network

The movement network of the development includes both vehicular and informal pedestrian connections.

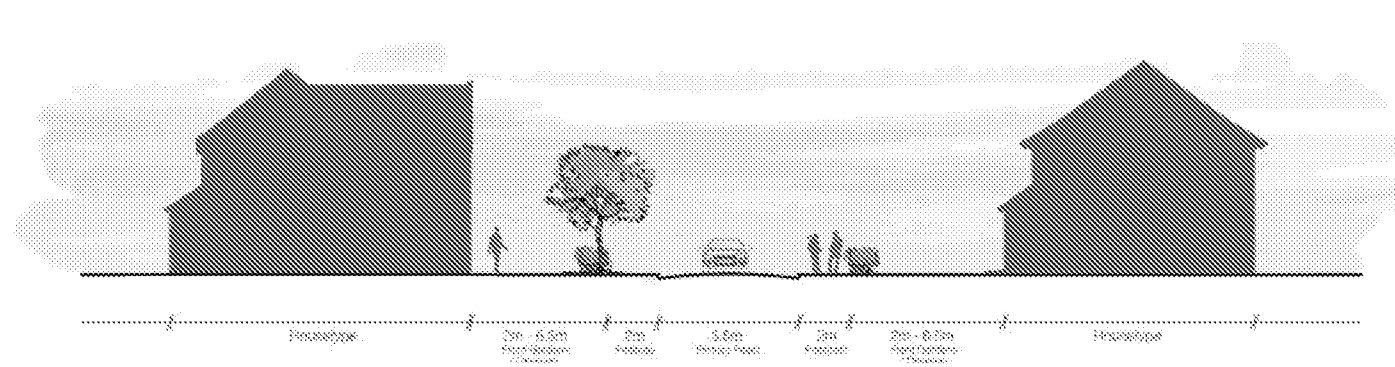
The site has two access points, the main access off of the A259 and a one way entrance off of the nearby roundabout. An additional 'farm access' is provided to the land East of the site.

Vehicular and pedestrian routes connect to the existing transport network. Street hierarchy is defined by changes in surface materials and footpath provision. Widths, grading and surfacing of pedestrian routes have been selected to ensure accessibility and ease of movement.

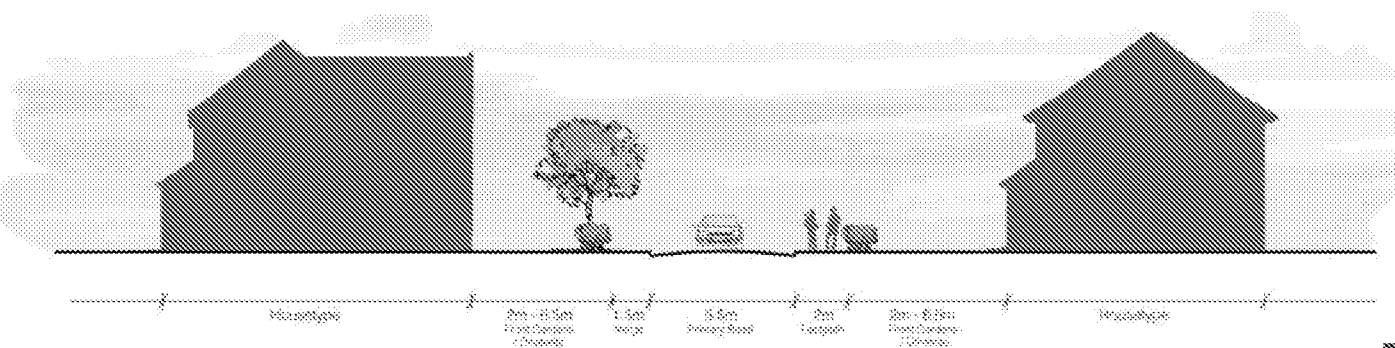


Street Hierarchy

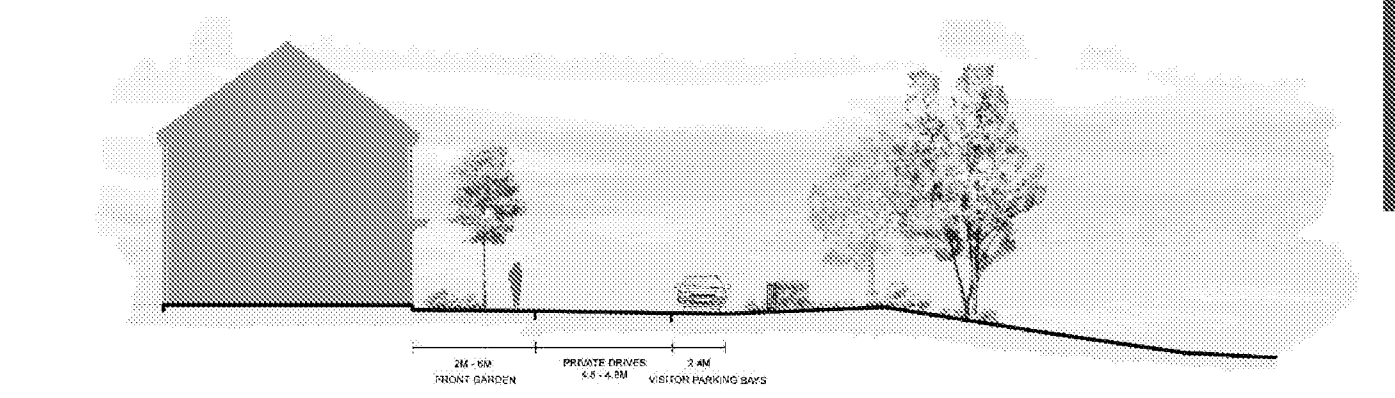
Street Type	Primary Street
Carriageway Width	5.5m (Refuse Tracked)
Footway	2m on both sides where development is on either side of the road. 2m on one side where development fronts onto Public Open Space.
Adoptable Highway	Adoptable Standards
Verge	1.5m where development fronts on to POS
Parking Typology	Predominantly Frontage Parking with integral garages. Some side parking with detached garages. On street visitor parking.
Street Lighting	Column Lighting (in adopted highway)
Service Strip	Within footways



Street Type	Secondary Street
Carriageway Width	5.5m (refuse tracked)
Footway	2m footway on one side of the road.
Adoptable Highway	Adoptable Standards
Verge	1.5m
Parking Typology	Predominantly Frontage Parking with integral garages. Some side parking with detached garages. On street visitor parking.
Street Lighting	Column Lighting (in adopted highway)
Service Strip	Within footway or service verge



Street Type	Private Drive / Shared Surface
Carriageway Width	4.5m+
Footway	No
Adoptable Highway	Unadopted
Verge	No
Parking Typology	Predominantly Frontage Parking with integral garages. Some side parking with detached garages. On street visitor parking.
Traffic Calming	Narrowing widths / parallel Visitor Parking
Street Lighting	Low level lighting within development fbc
Service Strip	Within carriageway margin



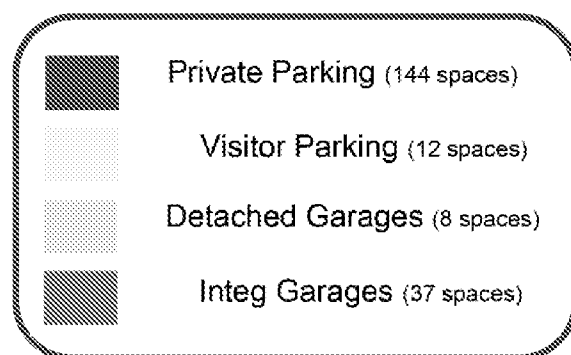
Parking

Parking spaces comply with Arun district councils parking standards. Each one bedroom dwelling is provided with 1 parking space and all 2, 3 and 4 bedroom dwellings are provided with 2 parking spaces. In addition to this larger detached houses are also provided with integral or detached garages.

The majority of parking is on plot, with predominantly frontage parking being used to ensure that residents have surveillance over their cars.

Front gardens break up drives of the larger detached houses ensuring that the majority of streets are not car dominated.

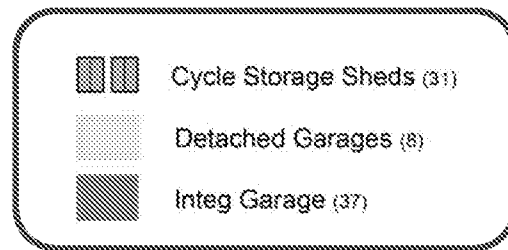
16 Visitor spaces have been dispersed throughout the site to avoid roads becoming obstructed by parked cars, this is in line with in line with the parking standards stipulated in Arun District design guide SPD.



DEVELOPMENT
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Cycle Storage

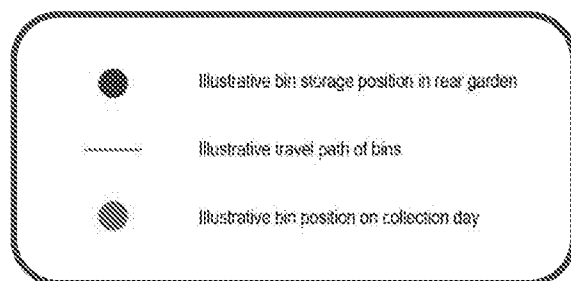
Areas for cycle storage will be provided for each dwelling. Detached houses will be able to store cycles in their garages (either integral or detached). Semi detached and terraced houses / maisonettes will be provided with cycle storage sheds in private gardens.



Refuse Collection

The following Refuse Plan highlights the travel routes between bin storage and collection points.

Bins will be stored in the rear gardens of dwellings and brought to the street for collection. Where there is no kerb in front of dwellings, bin collection points will be provided.



Landscaping

Landscaping text and images provided by ACD Environmental



Landscape

The landscape has been designed to be sympathetic to the local character and sensitive to the local ecology. It will provide an important setting for the development and will assist in uniting it with the landscape beyond. The multi-functional public open spaces will provide a play and social value and make an important contribution to the wider area with a provision for dry basins and LAP/LEAP area. The infrastructure planting will be incorporated for biodiversity, amenity and visual screening, especially along eastern boundary.

The boundary vegetation is to be protected to retain existing habitat with infill indigenous planting to increase structure and biodiversity.

Proposed Street Trees

The proposed trees will provide an important setting for the development and will assist in uniting it with the wider landscape.

Structural trees will be planted along the roads to add a natural vertical element and add visual interest. Species will include Hornbeam, Maple and Lime.

Smaller decorative street trees, chosen for their seasonal interest and upright form, will also be located along the roads to filter views and provide a soft element within the hard landscape. Species will include Mountain Ash, Birch and Hazel. They will also provide seasonal interest in the spring and wildlife benefit.



IMAGES ABOVE OF STRUCTURAL TREE PLANTING



IMAGES ABOVE OF SMALLER DECORATIVE TREE PLANTING

Landscaping

Landscaping text and images provided by ACD Environmental



Proposed Open Space Trees

Large native structure trees will be planted within the rich wildflower and grassland areas of the open spaces and on site boundaries to provide a habitat for wildlife and a visual interest. Additional planting within these areas will also consist of native species.

Plot frontages

The definition of the frontage is proposed through a combination of hedge and compact shrub planting forming a defensible space to the dwellings. Shrub specimens are also proposed as architectural elements. The planting will provide a structure and contribute to the network of green corridors within the site.

Open spaces

Wildflower grassland areas will be included, creating a landscape setting for the retained and proposed vegetation and for the benefit of biodiversity, amenity and visual mitigation.

The centrally located public open space acting as a focal space with a provision for social opportunities and play will reinforce the public realm element with strategically located structural trees and a seasonal display of shrubs and flowers.

The drainage basins will provide attractive landscape features creating a sense of place and providing a setting for the development area.

Native and wildlife friendly species will be used where possible for hedges and shrub planting areas to provide structural landscape wildlife interest.



IMAGES ABOVE OF OPEN SPACE

LANDSCAPE ARCHITECTURE

Landscaping

Landscaping text and images provided by ACD Environmental

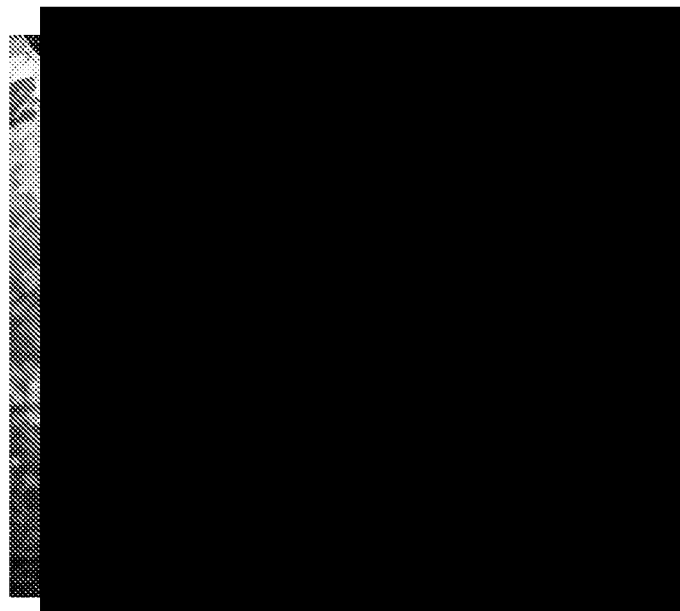


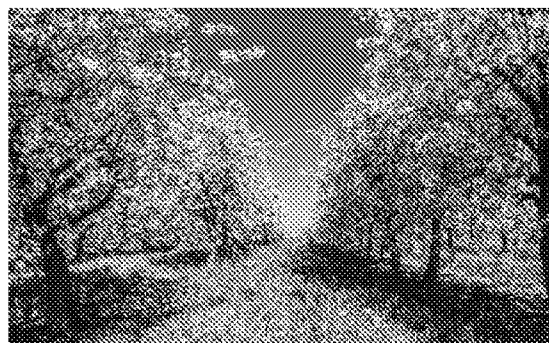
IMAGE ABOVE OF PLAY FEATURES

Play areas.

The play areas are proposed with a strong emphasis on natural play with a predominance of timber, stone materials and earthworks to create a challenging play environment that is also in keeping with the informal nature of the site. The proposed planting will also provide a natural and sensory experience for children.

Orchard Planting

The northern Public Open Space will be improved through an inclusion of orchard trees set amongst wildflower and tussocky grassland providing habitat for wildlife. The orchard will be delineated by a low fencing and native hedge planting.



IMAGES ABOVE OF ORCHARD PLANTING

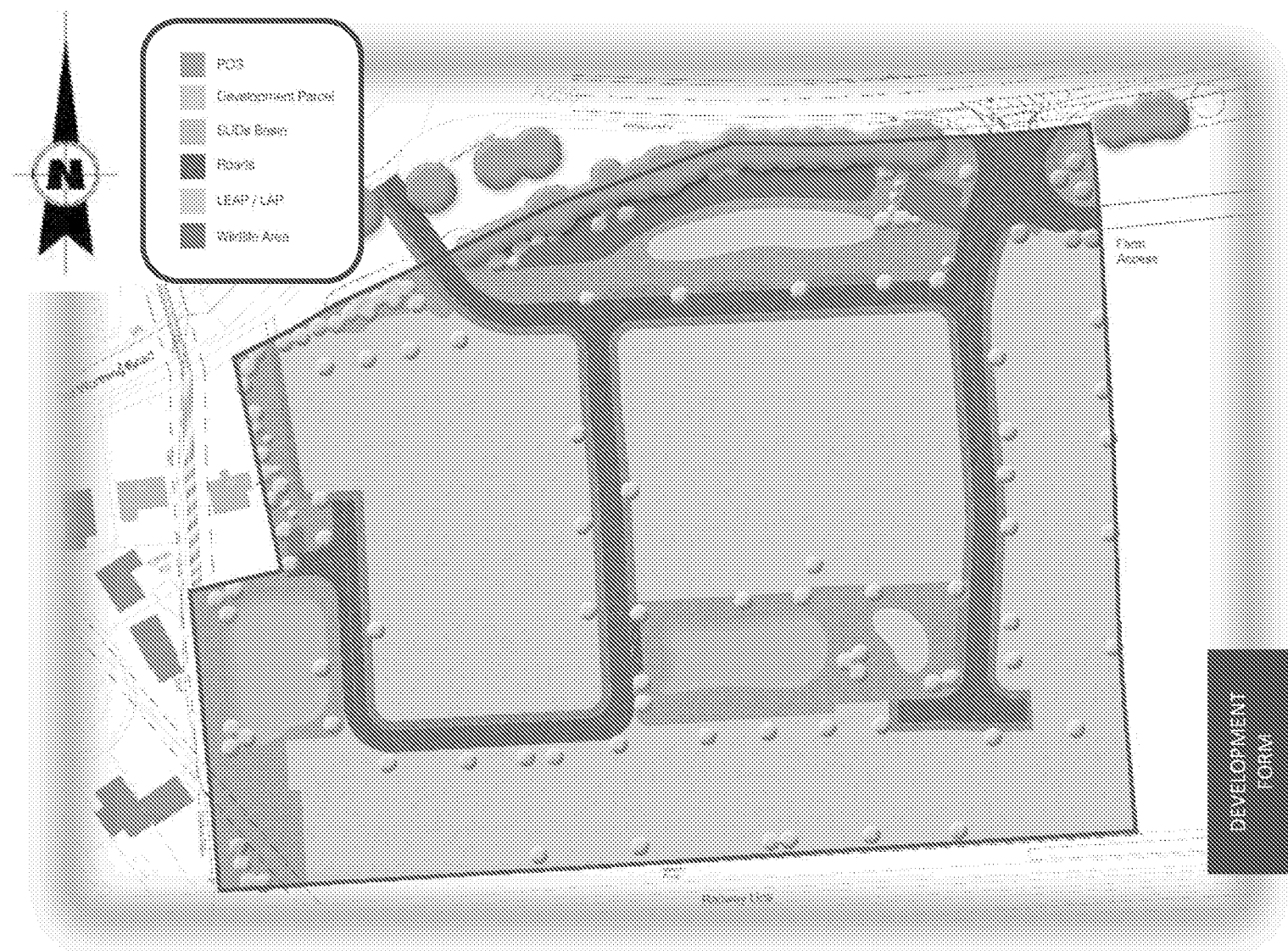
Drainage

The flood risk assessment carried out by Abley Letchford Partnerships determined that the site has a 'low risk' of flooding from 'Fluvial', 'Pluvial' and ground water sources.

To manage surface water run off from impermeable roads, paths and driveways, the new development will utilise trapped gullies, pipes and sustainable drainage features. Areas of permeable paving will also reduce the risk of surface water flooding.

Two attenuation basins will be provided within the POS to protect the development. A 775 SQ.M. basin will be located near the sites Western boundary. A 670 SQ.M. basin will be located in the central pocket of open space.

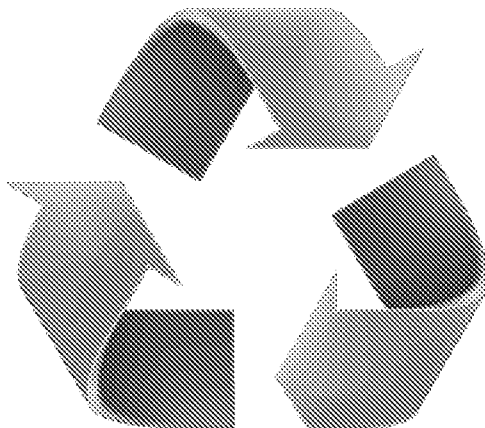
As well as protecting the development from flooding these basins will act as features within the POS, and the areas surrounding them will be enhanced with new soft landscaping and planting.



Sustainability

The development will achieve sustainability building construction in line with current Building Regulations. The development will also seek to:

- Enhance the existing habitat and create new habitat through the retention of and supplementation of existing trees / hedgerows (where possible) and the provision of new native planting throughout.
- Improve energy efficiency through siting, design and orientation of buildings.
- Use simple traditional construction detailing and materials to achieve a robust and high quality build.
- Use of building materials where possible capable of being recycled.
- An element of construction waste reduction or recycling.



Community Safety

Government policy makes clear that a key objective for new developments should be that they create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion. This policy is set out in the document 'Safer Places: The Planning System and Crime Prevention' (February 2004, ODPM and the Home Office) and Manual for Streets.

The guidance is based on seven attributes of sustainable communities particularly relevant to crime prevention. These attributes have emerged from in-depth research into crime prevention and urban design practice and theory. The seven attributes of sustainable communities relevant to crime prevention are:

1. Access and movement: places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security;
2. Structure: places that are structured so that different uses do not cause conflict;
3. Surveillance: places where all publicly accessible spaces are overlooked;
4. Ownership: places that promote a sense of ownership, respect, territorial responsibility and community;
5. Physical protection: places that include necessary, well-designed security features;
6. Activity: places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.
7. Management and maintenance: places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

A key aspect of creating a safe and secure development will be to look at detailed areas with the Local Authority's Crime Prevention Design Adviser as the development is progressed through the application. At this stage the specific ways in which the proposals accord with six attributes relevant to crime prevention are as follows:

Access and Movement

All routes are designed to be well defined and overlooked by new development and active frontages. All routes are proposed to be direct and necessary allowing access to properties, public open spaces and leading to facilities and residential areas in the wider context.

Structure

The development will sit adjacent to the existing properties. Our proposal promotes social interaction with this scheme via utilization of an access road off this site, together with pedestrian connection. The built form and material palette will be similar to maintain the distinct character.

Surveillance

The movement network (vehicular, pedestrian and cycle routes) and all public spaces will be well defined and overlooked by surrounding development. Parking areas for private houses will be located predominantly to the front and side or rear of dwellings. No rear parking courts are proposed. Parking spaces will be visible from the dwellings that they belong to or overlooked by others, increasing opportunities for passive surveillance.

Ownership

The distinction between public and private space will be clearly defined by physical means such as boundary walls, fences, railings, hedges/ low level planting and surface treatments. Properties will face into streets allowing residents to get to know their neighbours and recognise their cars etc. -- engendering a sense of personalization and community spirit. Locating parking within the curtilage of the plot helps private parking to be defined. Where groups of on-street parking spaces are proposed, private and visitor car parking will be more clearly defined. Areas where parking is not permitted will be protected by physical means such as level changes, grassed or landscaped verges, changes in hard surfaces, timber bollards or knee rails.

Physical Protection

All buildings will be secured to the relevant standards as set out in Building Regulations or by the LPA. The option to exceed these standards will remain open to the applicants.

Management and Maintenance

A good quality public realm will be provided, stimulating human activity and influencing the behaviour of users. Dwellings within the site that are privately owned will be maintained by the individuals who own or occupy them. Affordable dwellings will be managed by public or private companies. Roads and footways will be designed to adoptable standards (based on Manual for Streets and Borough Guidance).

Conclusion

Summary and Conclusion

Summary and Conclusion

This document demonstrates that proposed development at Angmering can address the site constraints and be sustainable. It follows the principles of the Arun Design Guide and can successfully integrate with the existing urban area and local community in a positive way.

Location

The scheme is suitable as a development in a 'Gap between settlements'. The massing of the scheme and the traditional detailing of dwellings will have no impact on long distance views (as confirmed in the 'Landscape and Visual Impact Assessment') so will not reduce the function or purpose of the Gap.

Character

The development will create its own identity within the area, respecting the character of its surroundings. The scale and massing, architectural detailing and materiality of the proposed scheme fits in with the eclectic character of Angmering.

Enclosure

The Public and private realm will be clearly defined by the use of landscaping, boundary treatments and materiality. Each dwelling will have access to private amenity space, and public open space will be dispersed throughout the development.

Ease of movement

The development will connect to the existing movement network, improve connectivity and provide new linkages to promote sustainable modes of transport. The clear and simple road hierarchy will create a legible and easy to navigate development.

Legibility

The development will have its own sense of place defined by the architectural detailing and visual form. Focal point features will address key locations, create identity and assist navigation.

Diversity

The development will provide variety of dwelling types to meet the needs of different households.

This Design and Access Statement has been prepared on behalf of Redrow Homes. It supports a Full Planning application for a residential development of 76 dwellings total; of which 53 private and 23 affordable dwellings (6 shared ownership and 17 affordable Rent). The proposals also include associated access roads and footways, parking for occupants and visitors, private amenity spaces, public open spaces, new landscaping and drainage features.



Redrow Homes – Applicant



Geoff Perry Associates – Consultant



ACD Environmental – Consultant

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