

# Design Code: Section 4.0
# Movement

## Introduction

This section of the Code sets out the pedestrian, cyclist and vehicular access and movement network and the required street hierarchy together with the geometry and dimensional requirements for the respective street types.

It identifies how the proposals for the site link into the local movement network and provide connectivity to local facilities.

# 4.0
# MOVEMENT

## 4.1 Approved Residential Site Access Location and Junction Details

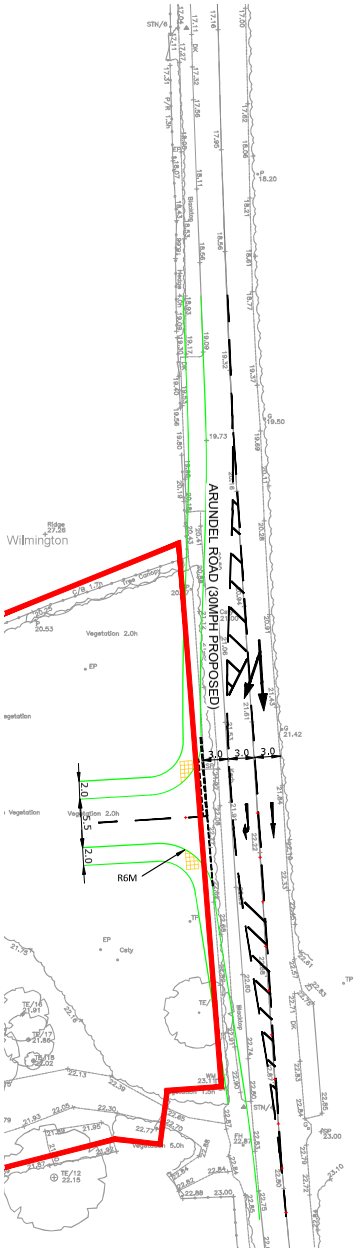
The main vehicular access into the site will be via a new road off Arundel Road, in the form of a single priority junction.

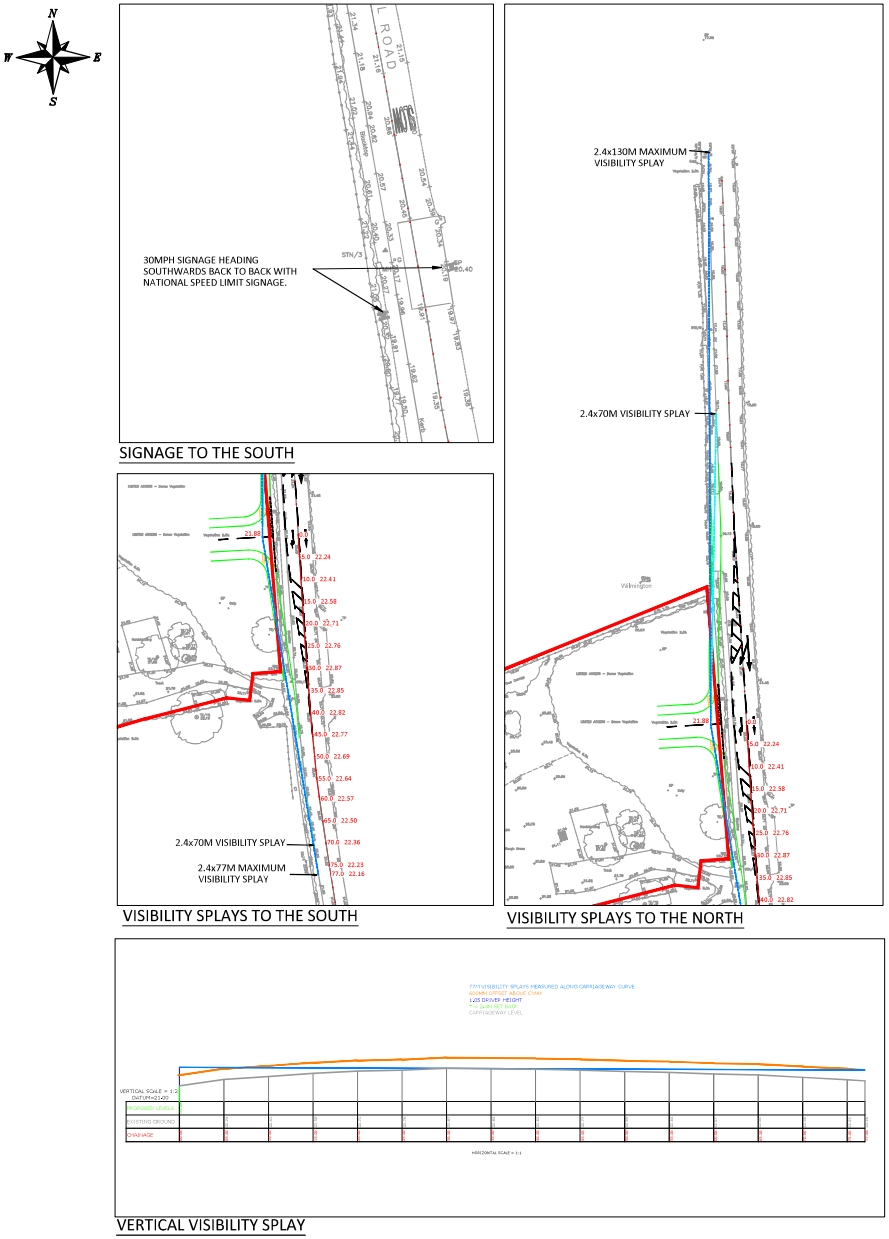
The detailed design of the layout will be designed in accordance with Part B of the Building Regulations 'Access and facilities for fire service', to ensure sufficient carriageway widths and appropriate access for emergency services can be achieved.

Pedestrian and cycle access to the site will be available via the vehicular access points from Arundel Road. A new recreational footway will be provided within the open space around the new homes.







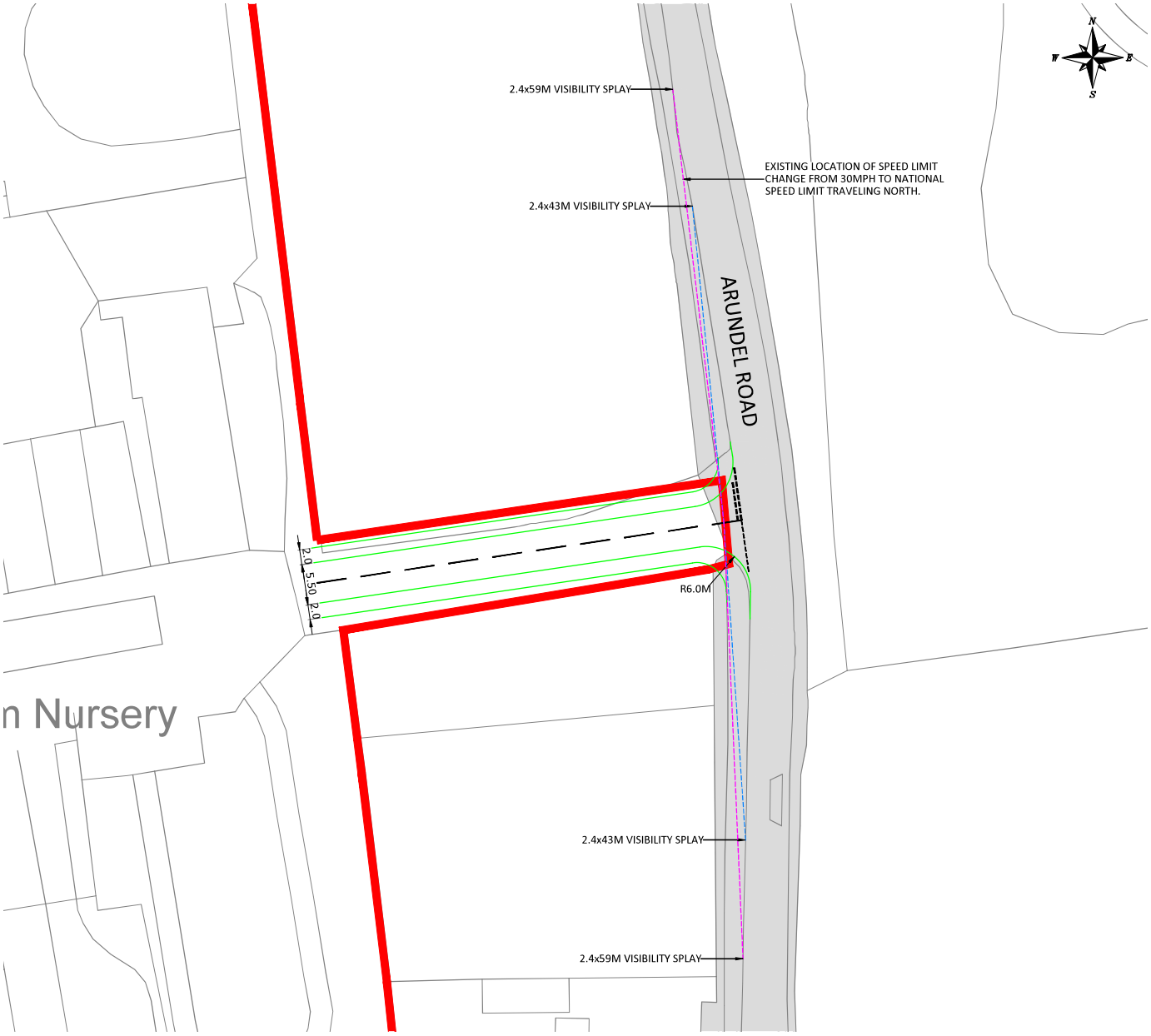
# 4.0 MOVEMENT

## 4.2 Approved Commercial Site Access Location and Junction Details

The existing access onto Arundel Road will be upgraded to serve the redeveloped employment area that sits in the south eastern corner of the site, this improvement will enhance the safe access to and from Arundel Road for vehicles and pedestrians.







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## 4.3 Internal Vehicular Movement Network

The access has been agreed within the outline application. The principal residential vehicular access would be from Arundel Road with a separate access serving the commercial units from Arundel Road situated to the south.

The strategy is to create a permeable and well-connected place with a legible hierarchy of streets, creating the spine road, secondary roads and private drives, which respond to their importance within the hierarchy, their locations, and the surrounding features. The position and alignment will retain and respond to site features such as topographical features, hedgerows and trees, wherever possible.

Street character will be generated from the holistic design of the street. This will vary relative to traffic flows, but other factors which will influence the specific character of the various street types will include the following:

1. Variety and degree of enclosure;
2. Width between building frontages;
3. Height of buildings;
4. Consistency of building line;
5. Continuity of built form;
6. Street tree planting/ landscaping;
7. Depths of front gardens;
8. Boundary treatments; and
9. Surface materials.




*Vehicular movement network plan*

# 4.0 MOVEMENT

## 4.4 Pedestrian and Cyclist Connectivity

The road hierarchy and character should provide pedestrian access into and through the site giving links to the adjacent and surrounding network of footpaths. Pedestrian and cycle access to the site is more extensive than that for vehicles. This approach seeks to encourage the use of sustainable transport modes by providing direct and convenient pedestrian and cycle connections to a range of destinations.

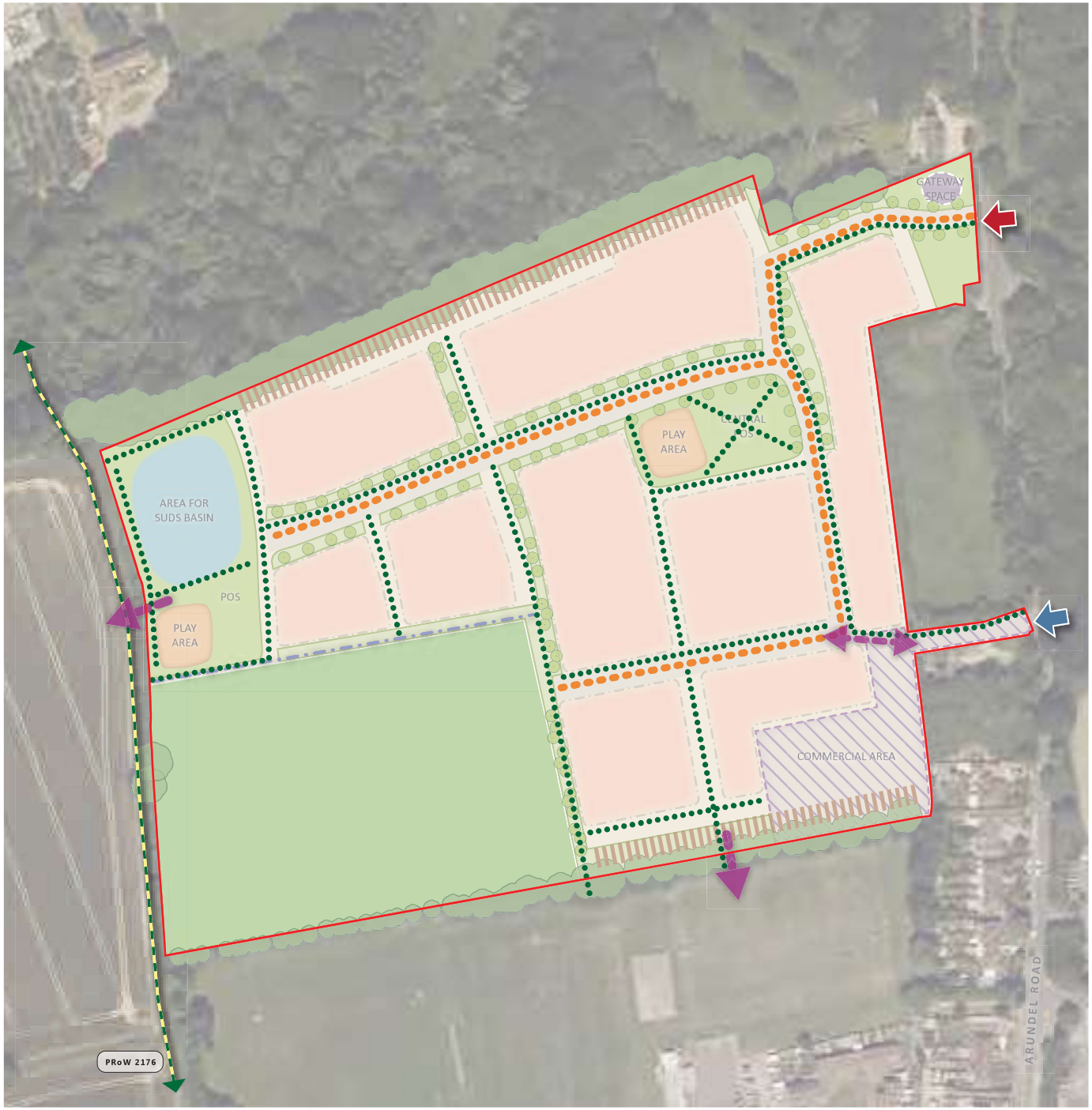
The pedestrian layout uses the road and street hierarchy for vehicular movement, but with additional pedestrian links. Thus while the street layout directs vehicles to the primary routes, pedestrians have alternative access.

Within the site, the road network has been designed in accordance with the principles of Manual for Streets which seeks to place the needs of non-motorised users above those of the motorist. The scheme's road network is suitable for use by cyclists, providing safe and convenient access throughout the site.

The existing Public Right of Way (PRoW 2176) footpath running west of the site will be retained and enhanced as part of the proposals.

A network of footpath/ cycleways is to be provided within the green spaces in addition to the shared surface lanes and traffic calmed streets to provide a permeable, well connected and safe environment for pedestrians and cyclists of all ages.

Internal pedestrian movement will either be on segregated footways or on shared surface lanes, all as indicated on the diagram. Cyclists will either be on traffic calmed carriageways or shared surface lanes.




*Pedestrian & cyclist movement network plan*

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## 4.5 Street Hierarchy

The movement hierarchy covers the differing street types and how they connect together to form a safe and legible network. The proposed internal network links to the surrounding streets at the respective junction with Arundel Road, and is designed to encourage walking and cycling.

The overall objective is to create streets that have distinctive characters but fit together to create a coherent development. The strategic movement hierarchy comprises primary, secondary and tertiary street types which perform different functions as follows:

The street hierarchy will be supported and reinforced by a distinct palette of landscape detailing and soft landscape planting.

**Village Street** - Strategic movement corridor -5.5m carriageway with 2m pavements on one or both sides and with a tree lined verge to one side.

**Residential Streets** - The next level of connecting streets which carry general residential traffic - 4.8m carriageway with 2m pavement on one or both sides..

**Lanes** - Shared surface residential streets, generally in form of lanes or drives and not intended for through traffic.




*Road Typologies plan*

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### Village Street

The Village Street provides the main vehicular movement route for all forms of transport into and out of the site from the main entrance junction with Arundel Road. It is characterised as a tree-lined avenue connecting pedestrians, cyclists, and vehicles from the Gateway to the centre of the site.

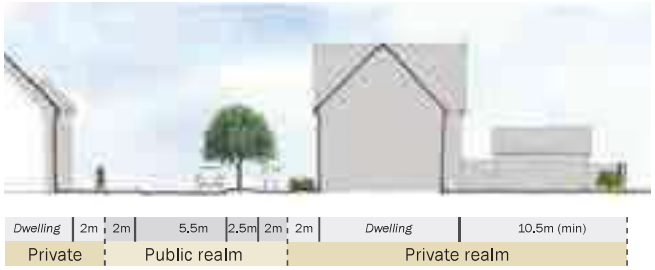
Vehicle movement along the primary avenue diverts at its at the cental green space into a tree-lined Secondary Avenue to the west while the pedestrian and cycle path continues westwards and connect to the PRoW at the western boundary and south to the recreational ground. The retained existing trees will be supplemented by new tree planting in a verge.

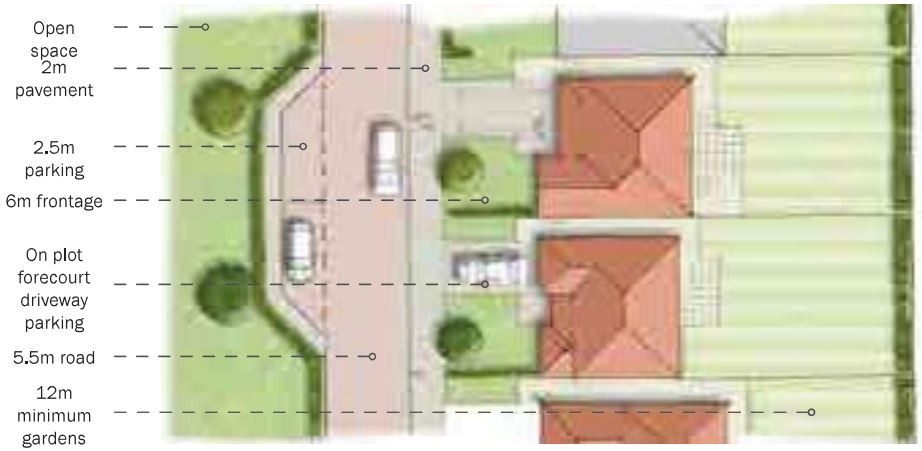
The diagrams illustrate the design principles and setting out criteria which must be applied to the detailed site layout submitted as part of the RM planning application.



| | |
|---|---|
| **Carriageway** | 5.5m min width.<br>Tarmac. |
| **Pavements** | 2m footpaths on one side / both sides.<br>Tarmac. |
| **Junctions** | Raised tables with block paving at key points.<br>Brundle herringbone on table.<br>Tarmac on ramp.<br>Granite setts. |
| **Verges** | 2m verge on one side. |
| **Landscaping** | Verges planted with trees at spacings and appropriate to setting. |
| **Street lighting** | West Sussex approved posts located to respect the setting and function. |
| **Service corridors** | 2m wide in pavement on both sides of carriageway where required. |
| **Private / Public Realm** | Frontage depths and boundary design / material dependent on location and setting. |
| **Visitors car parking** | Parking bays set into verge in no more than 3 in a cluster. |






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**Residential Streets**



| | |
|---|---|
| **Carriageway** | Min 4.8m width / no more than 5.5m. |
| **Pavements** | 2m on one or both sides depending on setting. |
| **Junctions** | Raised tables with junctions to village street. |
| **Verges** | None. |
| **Landscaping** | Street trees provisionally proposed in key locations to provide legibility, local distinctiveness and to break up frontage car parking. To be determined in relation to technical design. |
| **Street lighting** | West Sussex approved posts. |
| **Service corridors** | 2m wide in pavement on both sides of carriageway where required. |
| **Private / Public Realm** | Frontage depths and boundary design / material dependent on location and setting. See Public Realm section. |
| **Visitors car parking** | Parking bays set into verge in no more than 2 in a cluster. |












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**Lanes**









| | |
|---|---|
| **Carriageway** | 4.8m block paved carriageway to adopted areas. |
| **Pavements** | 2m block paved low kerb footpath set into adopted shared surface area depending on setting. |
| **Junctions** | Raised junctions delineating public and private areas and paviour crossovers in footpath routes. |
| **Verges** | No verges. |
| **Landscaping** | Mixed ornamental planting, garden type trees and other garden scale planting. |
| **Street lighting** | West Sussex approved posts to adopted areas. low level bollard lighting to private areas. |
| **Service corridors** | 2m service marging to one side in adopted areas. |
| **Private / Public Realm** | 2-4m frontage depths edged with landscape. |
| **Visitors car parking** | Landscape edged visitor bays set into verges or on footpath side where in adopted areas. |

# 4.0 MOVEMENT

## 4.6 Vehicular and Cycle Parking Standards

### Parking strategy

Car parking will need to be provided to be in compliance with Arun Parking Standards dated January 2020 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 will be 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 dwellings – 2 spaces
- Two and three bedroom dwellings – 2 spaces
- Four bedroom dwellings and above – 3 spaces

### Key Points:

- Garages where provided will have minimum clear internal dimensions of 3.0 metres width x 6.0 metres 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 1.2 metre wide transfer zone and 5 metres in length.
- In line with policy a percentage of properties across the site should be provided with Electric Vehicle charging capability.

### 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:

- Cycle parking should be provided in key public spaces such as play areas.
- Where provided in private garages, cycle storage must allow cycles to be removed without the need to drive out a parked car.
- Where properties are not provided with a garage a shed will be provided for cycle storage within the rear garden.
- Where drives are used for the movement of cycles or bins minimum driveway widths should be 3.0m.
- Should generally be 'Sheffield' stands or otherwise approved.

**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 a landscaped strip
- A minimum landscape break of 1.5m 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**

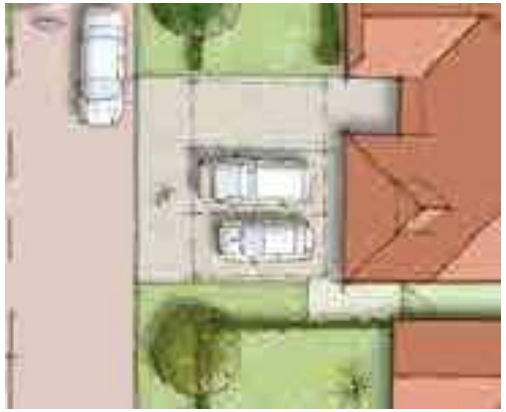
- Parking spaces should be set behind the building line
- Generally 2 tandem spaces for two and three bed properties
- Single garage with drive space in front for three and four bed houses, garages not counted within car parking calculations
- Windows can be provided from flank elevations to dwellings to enable surveillance
- Routes to be provided between / around car spaces to enable bins to be brought through to carriageway for collection
- To ensure that parked cars do not overhang pedestrian/ cycle movement network, driveway depths must be in multiples of 5m (length of parking bay) from the back of highway footway/shared use path, with an additional 1m allowed for access to garage doors.



# 4.0 MOVEMENT

**P3 ON-PLOT FRONTAGE PARKING**

- On plot frontage car parking to be provided with in the conveyed plot and provide a frontage space of 6m minimum from garage door to back edge of pavement. Depending on the occupancy of the dwelling the frontage will have multiple parling spaces in a side by side configurations.



**P5 PARALLEL ON-STREET BAYS**

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



## 4.7 Inclusive Access

Inclusive access for people by a range of modes and for those with disabilities and mobility impairments is an important consideration.

The proposed development has been designed to encourage accessibility by public transport, walking and cycling, as well as providing vehicular access. Future detailed design of the public realm will include consideration of the needs of people with mobility or other impairments.

The development has been designed to comply with Approved Document Part M of the Building Regulations (2010 as amended) and the requirements of the Equality Act, 2010 as follows:

- The proposed development places an emphasis on pedestrian, mobility impaired, cycle and public transport over car travel;
- The building layout has been designed to take precedence over the highway design and the development has been designed to allow movement choice. Means of travel other than the car are encouraged by the provision of enhanced pedestrian and cycle linkages;
- Speed restraint has been designed into the development. The built form, landscaping, priority junctions, changes in surface material, tighter corners and narrowing will all help to reduce speed; and
- Dwellings will be designed to enable access for people with disabilities as appropriate, including provision of level access to dwellings and internal layouts to allow for wheelchair or mobility impaired access in accordance with Approved Document Part M of the Building Regulations (2010 as amended).

## 4.8 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 Council's 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.

## 4.9 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.

# 4.0
# MOVEMENT

## 4.10 Movement Matrix

| | VILLAGE STREET | RESIDENTIAL STREETS | LANES |
|---|---|---|---|
| **CARRIAGEWAY** | 6.75m minimum width. Tarmac. | 5.0m minimum width. Tarmac. | 3.7 - 6.0m wide brindle paviors. |
| **FOOTWAYS** | 3.5m wide combined cycle/ footway on each side. | 1.8m footways. | Shared surface streets. |
| **VERGES** | 1 - 2m wide between road and cycle/ footway. | 1.5 - 5.0m between footway and dwelling. | Small front gardens/ defensible spaces. |
| **JUNCTIONS** | Tarmac. | Tarmac with granite setts separating tertiary roads. | Granite setts at change of surface. |
| **LANDSCAPING** | Tree planting along road verges. | Trees where space allows, but predominantly hedges and shrubs. | Street trees in parking courts/ larger trees along edges. |
| **STREET LIGHTING** | West Sussex County Council approved columns to provide required illumination levels. | West Sussex County Council approved columns to provide required illumination levels. | Minimal. |
| **SERVICE CORRIDORS** | 2m wide beneath driveway/ footways either side. | 2m wide beneath driveway/ footways either side. | 2m wide beneath driveway/ footways on one side only. |
| **PRIVATE / PUBLIC REALM** | All within the public realm. | Public realm verges, small front gardens/ defensible space next to dwellings. | Front gardens between shared surface roads and dwelling frontages. |
| **VISITOR CAR PARKING** | No parking along Primary Avenue. | 2.0 x 6.0 metre bays in verge zone. Max. 6 spaces in a row with planting between. | Small pockets of frontage parking either side of road |



# Design Code: Section 5.0
# Built Form & Identity

## 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 settlements in the local area. 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 the site.

The material palette will be informed by the local vernacular providing a rich mix of materials and colours.

# 5.0
# BUILT FORM & IDENTITY

## 5.1 Density Distribution

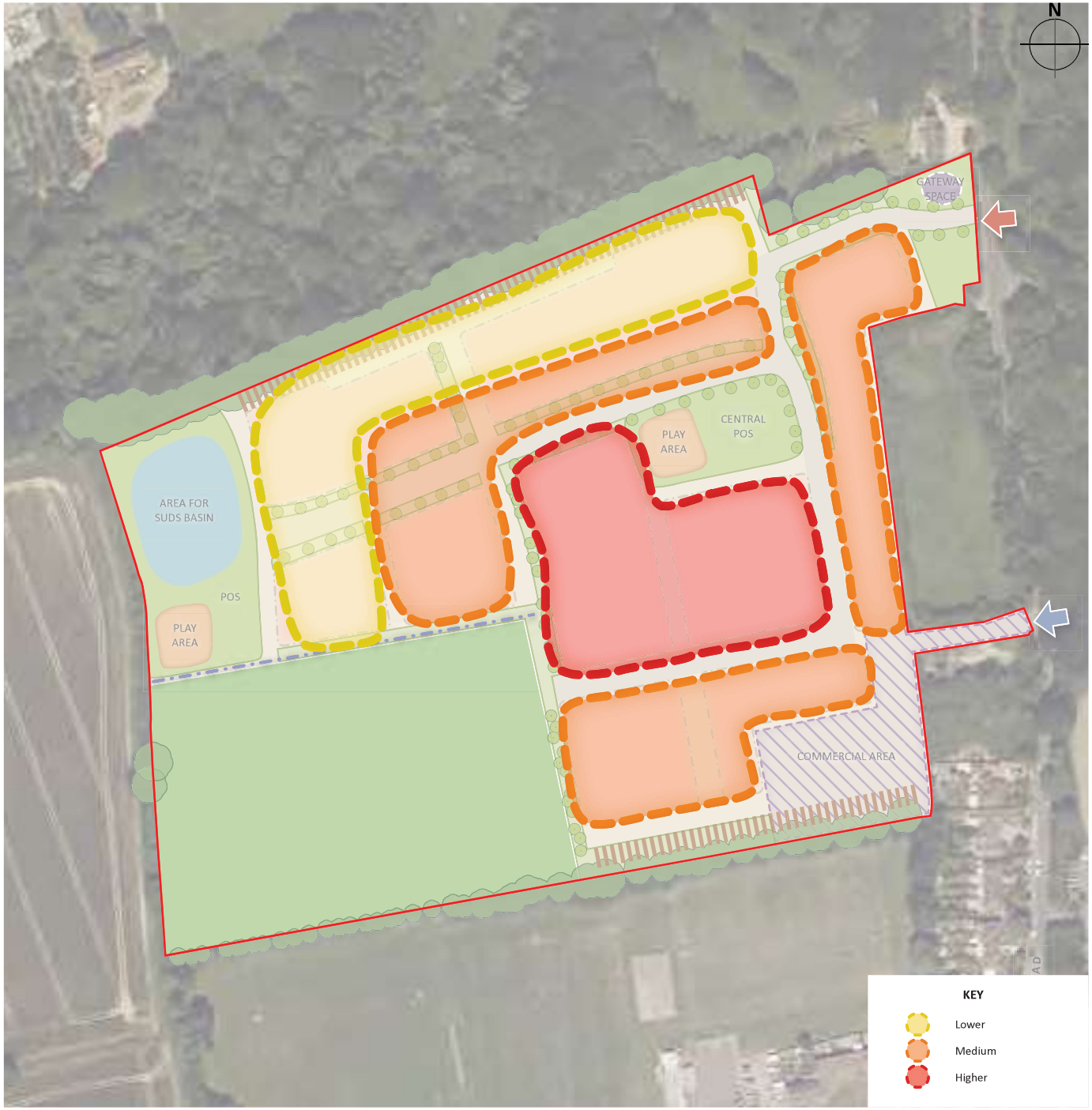
Density distribution within the layout will need to be consistent with the density distribution on the approved Outline plans.

The proposed average density for the site is 35 dwellings per hectare (dph) and would include a mix of residential accommodation comprising 1, 2, 3 and 4 bedroom dwellings comprising apartments and houses.

The framework density plan sets a possible solution to build the densities up from the lowest densities on the countryside edge to the densest built form in the centre of the site and leading down to the sports pitch land (as defined within the Section 106 Agreement) on the southern boundary and adjacent to the commercial area.



*Outline application land use plan*




*Proposed land use plan*

# 5.0
# BUILT FORM & IDENTITY

## 5.2 Scale

Building height distribution will need to be generally in accordance with the approved parameters. Proposed buildings are generally 2 storeys in height with occasional 2.5 storey buildings.

The vast majority of the local area consists of 2 storey buildings, with 2.5 storey buildings being relatively scarce and not an distinct feature of the local character.

To respect the semi-rural setting, proposed 2.5 storey buildings should not be placed at the countryside edge, used very sparingly along the new Village Street and be more appropriately located within development parcels.

- The development will be characterised by predominantly 2 storey dwellings.
- Occasional use of 2.5 storey dwellings will be appropriate within the development to add visual interest, terminate key view lines or frame spaces.
- Maximum ridge height of 2 storey house: 9.5m
- Maximum ridge height of 2.5 storey unit: 11.5m




*Proposed building heights plan*

# 5.0
# BUILT FORM & IDENTITY

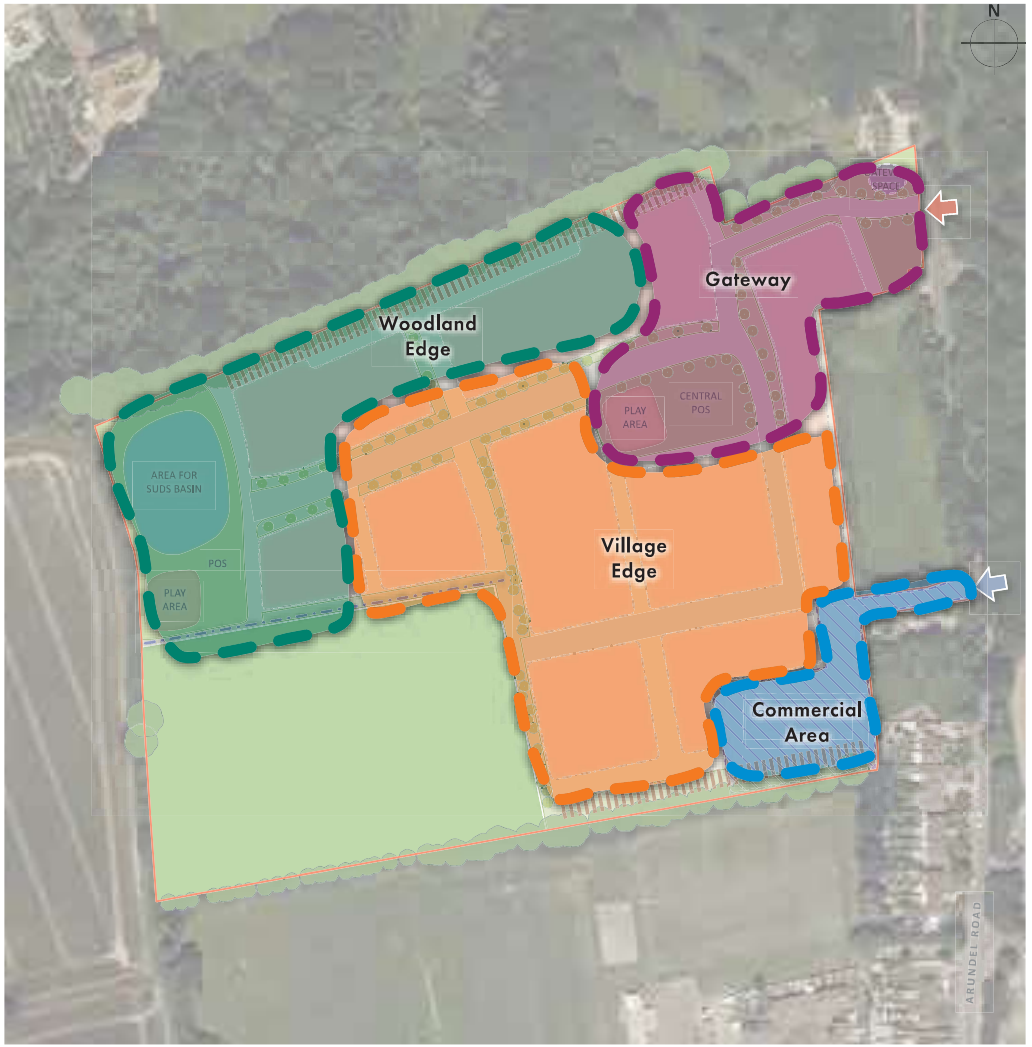
## 5.3 Character Areas

The character areas established as part of the outline planning application submission follow a landscape driven rationale with each character area inspired by the site's form and characteristics.

The character areas respond to natural features within the site including 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 and aim to provide a variety of built form and landscape across the site, in keeping with the local character.

- Higher densities along the spine streets will create stronger building frontages to assist in enclosing and framing the key movement routes through the development.
- Lower density development fronting the green infrastructure that encloses the residential development area to the North, West and South will assist in creating an appropriate transition from the built environment to the rural environment of the adjacent countryside.
- Lower density development overlooking Arundel Road will assist in creating an appropriate approach to Angmering and respect the prevailing character of Arundel Road immediately to the south of the site.

The character areas include the following details set out on the subsequent pages.




*Proposed character areas plan*

## 5.4 General Public Realm and Landscape Principles

Spaces and routes within the public realm and landscaped areas of the site should be designed to be accessible and inclusive for all. There may be site specific reasons where this becomes difficult to achieve such as landform and topography or other on-site environmental constraints.

Therefore, to maximise the potential of these spaces and routes, care and sensitivity is required in the design of these, particularly regarding gradients and inclines, the materials and street furniture palettes and the general planting specimen proposals.

General design principles that will cover the public realm and landscape approach to the site include the following:

- Be designed to be inclusive and accessible to all, including those that are mobility impaired
- Integrate the adjacent natural environment into the development site to create a network of interconnected spaces and links
- Provision of high quality, safe and overlooked multifunctional green spaces and links that reflect the character of the site and the surrounding area
- Where appropriate, take opportunities to complement or enhance existing green infrastructure assets and integrate within the wider GI network
- Integrate public spaces as shared surfaces to prioritise pedestrian and cycle movements and encourage greater modal shift
- Provide a unifying element within the design approach which aides with site permeability and legibility and deliver lasting quality
- Ensure all areas of incidental open space have a defined purpose or function
- Allow ease of maintenance where this does not conflict with other key design principles

A series of landscape areas are proposed as part of the new residential development; these would provide a unique sense of place to each area and would allow residents and visitors alike to navigate around the area by using distinctive features or views as way-markers.

## 5.0
# BUILT FORM & IDENTITY

| CHARACTER AREA | BUILDING MATERIALS | ROOF MATERIALS | ROOF TYPES | DORMERS | BAYS | EAVES | CHIMNEYS | PORCHES / ENTRANCES | BOUNDARY MATERIALS | WINDOW STYLE |
|---|---|---|---|---|---|---|---|---|---|---|
| **GATEWAY** | • Predominantly red / brown brick<br>• Tile hanging to key building bays and gables<br>• Timber boarding to feature gables | • Red / brown tiles<br>• Grey tiles | • Full hipped roofs<br>• Some gable roofs<br>• Feature front gables | • Hipped dormers | • Two storey splayed bays | • White boxed eaves | • None | • Hipped lean-to canopies<br>• Flat roof canopies<br>• Recessed entrances | • Brick front walls<br>• Hedgerows<br>• Open frontages | • Casements<br>• Top lights<br>• Multiple Glazing bays |
| **VILLAGE EDGE** | • Predominantly red / brown brick<br>• Render to key buildings<br>• Feature decorative timber / render gables<br>• Timber boarding to feature gables | • Red / brown tiles<br>• Grey tiles | • Full hipped roofs<br>• Some gable roofs<br>• Feature front gables | • Hipped dormers | • None | • White boxed eaves | • None | • Hipped lean-to canopies<br>• Open canopies<br>• Flat roof canopies<br>• Recessed entrances | • Railings in key places<br>• Open frontages | • Casements<br>• Top lights<br>• Multiple Glazing bays |
| **WOODLAND EDGE** | • Balanced mix of render and red / brown brick<br>• Feature decorative timber / render gables<br>• Timber boarding to feature gables | • Red / brown tiles | • Full hipped roofs<br>• Feature front gables | • Hipped dormers | • Two storey splayed bays | • White boxed eaves | • Brick on key buildings | • Open canopies<br>• Recessed entrances | • Open frontages<br>• Hedges | • Casements<br>• Top lights<br>• Multiple Glazing bays |
| **COMMERCIAL AREA** | • Brick and metal curtain walling | • Metal standing seam - grey | • Shallow pitch | • None | • None | • Metal to match roof | • None | • Porch over per-sonal door. Large vehicle roller shutter doors | • None | • UPVC / Aluminium glazing with some curtain walling |

# 5.0
# BUILT FORM & IDENTITY

## 5.5 Gateway Character Area

This character area draws from the gateway nature into the site from the east and is an interface to the post war development adjacent to the site and beyond. The landscape character is reinforced by the existing tree lines to the north with an emphasis on the rural aspect.

The Gateway is the primary vehicular access into the new neighbourhood and forms the threshold at the entrance into the main body of the site. The buildings which front onto the Gateway together with a combination of retained existing and proposed trees will define the edges of the space as a key spatial event at the development threshold. From this space, the Village Street leads south to the Village edge character area and Commercial Park, and west to the Woodland Edge character area.

### Landscape Approach

A landscaped frontage will be provided at the site entrance in order to create a strong focal point and entrance feature into the development. The central tree lined primary road will provides access through the gateway character area including new dwellings that will front onto it as well as Arundel Road.

Dwellings within this part of the site will include larger / deeper gardens with additional thicket and tree planting to respect the setting of existing neighbouring dwellings. Additional planting within this area will also help filter views of the proposed development.

Design principles appropriate to the Gateway Character Area include:

- Maintain and reinforce a hedged / treed character to the site's boundaries in order to provide a sense of containment to the development and minimise visual intrusion onto adjoining existing properties
- The provision of a primary site access route which delivers a quality residential frontage onto it as well as Arundel Road and includes shrub planting fronting onto housing and boulevard tree planting defining the primary route through the development
- Provide a high quality and durable public realm including street scenes and green open space for the enjoyment of users and to define a strong landscaped entrance feature / focal point into the development that compliments the surrounding landscape setting and neighbouring built form.

The proposals will seek to build on the existing landscape fabric within the Gateway Character Area through the introduction of enhanced native boundary tree and hedgerow planting, specimen parkland trees within the open spaces and formal street tree planting.








*Illustrative Redrow housetypes*

# 5.0
# BUILT FORM & IDENTITY

A selection of photos taken along Arundel Road and around the village of Angmering, which sets the referencing for the visual cues of the site planning, place making and architectural detailing of the proposed development.

- Low density
- Grain to match Arundel Road area with continuity of setback and plot sizes (images 1, 5, 6, 7, 9)
- Buildings up to 2.5 storeys (image 8)
- Short terraces of buildings up to 3/4 units (image 6)
- Some apartment groups (image 8)
- Continuity of building and roof form with gable ends (images 6, 8)
- Feature gables (image 8)
- Predominantly red brick (images 5, 6, 9)
- Potential for tile hanging (images 1 - 3)
- A mix of red and brown roof tiles with potential for some limited grey tiles (images 1, 2, 3, 6, 9)
- Village Street attributes
- Parking on plot and in shared surfaces (images 4, 6, 9)
- Visitor parking provided in dedicated bays off the carriageway (image 4)
- Low brick walls (image 9)
- Timber/ metal post and rail fencing
- Hedge planting (image 7)
- Flat roof canopies (images 2, 5, 6)
- Lean to porches (image 9)
- Verges (image 4)
- Bays to selected plots (image 5)

**Key features:**

| DESIGN CUES | URBAN FORM | BUILDINGS | PUBLIC REALM |
|---|---|---|---|
| Visible edge to Arundel Road,<br>Village Street attributes<br>Green corridors<br>Attractive cycle and pedestrian routes<br>Distinctive identity through built forms | Block structure: | Style: | Front garden boundaries |
| | Perimeter blocks Varied frontages with continuity of form | Mix of detached / semi-detached and short terrace | Open frontages / hedgerows, ornamental shrub planting |
| | Density: | Height: | Road surface: |
| | Low | Two storeys | Tarmac carriageway with block paved key spaces and private drives. |
| | Parking: | Materials & architectural detailing: | Footpaths: |
| | On plot Side / frontage and off plot frontage. Some integral garaging | Predominantly red / brown brick. Tile hanging to key building bays and gables. Timber boarding to feature gables | Tarmac footpaths and key pedestrian routes |


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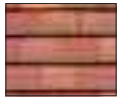

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# 5.0
# BUILT FORM & IDENTITY

## MATERIALS


Red Multi Brick


Plain Red Brick

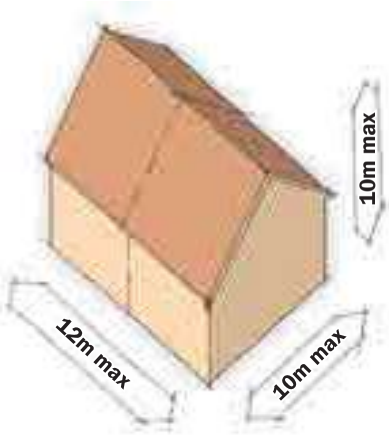

Tile hanging

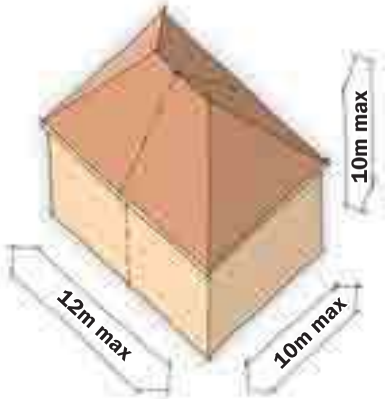

Red roof tiles

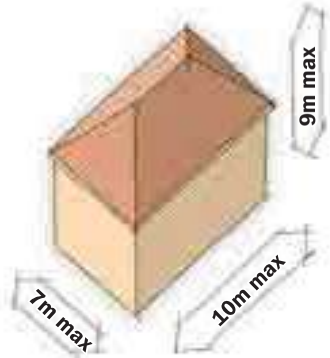

Brown roof tiles

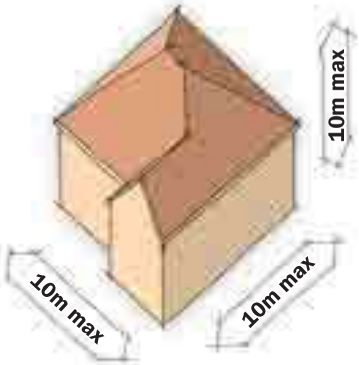

Grey roof tiles

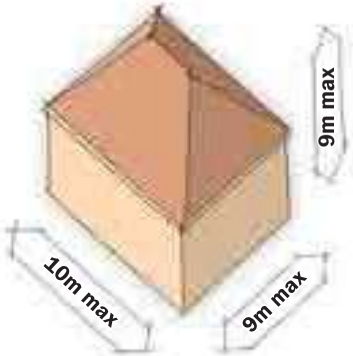
## TYPOLOGIES

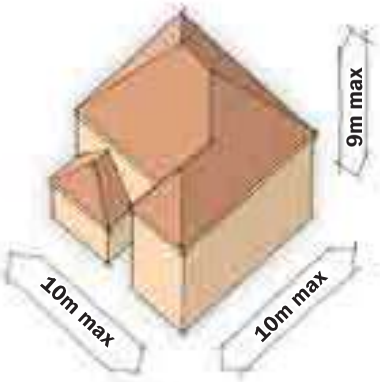



| CHARACTER AREA | BUILDING MATERIALS | ROOF MATERIALS | ROOF TYPES | DORMERS | BAYS | EAVES | CHIMNEYS | PORCHES / ENTRANCES | BOUNDARY MATERIALS | WINDOW STYLE |
|---|---|---|---|---|---|---|---|---|---|---|
| **GATEWAY** | • Predominantly red / brown brick<br>• Tile hanging to key building bays and gables<br>• Timber boarding to feature gables | • Red / brown tiles<br>• Grey tiles | • Full hipped roofs<br>• Some gable roofs<br>• Feature front gables | • Hipped dormers | • Two storey splayed bays | • White boxed eaves | • None | • Hipped lean-to canopies<br>• Flat roof canopies<br>• Recessed entrances | • Brick front walls<br>• Hedgerows<br>• Open frontages | • Casements<br>• Top lights<br>• Multiple Glazing bays |

# 5.0
# BUILT FORM & IDENTITY

## 5.6 Village Edge Character Area

This character area draws from the main heart of the village with an emphasis on well-spaced larger plots. The design and access statement sets the character for this area on a more traditional aesthetic with fenestration detailing and materiality responding to the strong landscape setting.

The landscape character could be reinforced by the existing tree lines to the north with an emphasis on the rural aspect to the west.

### Landscape Approach

Development within this character area will be enclosed within a landscaped buffer to respect the new dwellings proposed on Arundel Road and the commercial units to the south. A series of smaller residential access routes with a change in road surface, and tree species to promote more pedestrian friendly environs is envisaged served from the tree lined primary access road.

A new woodland hedgerow will define the new boundary of the proposed sports pitch land (as defined within the Section 106 Agreement) located within the southern part of the site. A high quality Local Equipped Area of Play (LEAP) will be included within this part of the site designed to encourage interpretive play through the provision of a series of varied and stimulating play features in a natural setting. The play area contains communal areas for both children to play, and adults to congregate and it is anticipated that the play area will form a key central focal point within the context of the broader scheme.

Design principles appropriate to the Village Edge Character Area include:

- Maintain and reinforce a hedged / treed character to the boundaries to respect the setting of the proposed properties on Arundel Road and to provide a degree of separation to the commercial units to the south
- The provision of a series of smaller residential roads which may include a change in road surface materials and landscape planting species to promote a more pedestrian friendly environment for users
- The inclusion of a LEAP as a key central feature of the Village Edge character area featuring a range of fixed play items alongside interpretive play incorporated into the children's play area layout.
- The provision of a high quality public open space area centrally located with good connections to all the residential areas of the site.

The proposals will seek to build on the existing landscape fabric within the Village Edge Character Area through the introduction of enhanced native boundary tree and hedgerow planting, specimen parkland trees within the open spaces and formal street tree planting.








*Illustrative Redrow housetypes*

# 5.0
# BUILT FORM & IDENTITY

A selection of photos taken along Arundel Road and around the village of Angmering, which sets the referencing for the visual cues of the site planning, place making and architectural detailing of the proposed development.

- Medium density
- Tighter grain with perpendicular street structure (images 1, 2, 9)
- Buildings up to 2.5 storeys (image 8)
- Terraces of buildings (images 1, 2, 4, 9)
- Some apartment groups (image 8)
- Red brick and render (images 1, 2, 5)
- Potential for render on parts of buildings /storeys. Some fully rendered buildings
- Black vertical timber boarding and render gables (images 5, 8)
- A mix of red and brown roof tiles with potential for some limited grey tiles (images 1, 2, 3)
- Village Street and Residential streets (image 1, 2, 9)
- Parking on plot and in shared surfaces (images 1, 3, 4, 9)
- Visitor parking provided in dedicated bays off the carriageway
- Open frontage with private space demarked by material change / planting (image 2)
- Low walls (image 9)
- Metal railings (image 6)
- Dormers (images 2, 3)
- Casement windows (image 7)
- Pitched roof porches (images 2, 9)

**Key features:**

| DESIGN CUES | URBAN FORM | BUILDINGS | PUBLIC REALM |
|---|---|---|---|
| Village Street attributes<br>Existing Landscape formations<br>Attractive cycle and pedestrian routes<br>Distinctive identity through built forms | Block structure: | Style: | Front garden boundaries |
| | Perimeter Blocks with varied set-backs and building separation | Mix of detached / semi-detached and short terrace with some maisonette type flats | Clipped estate style hedgerows, railings in key places / open frontages |
| | Density: | Height: | Road surface: |
| | Medium | Two storeys with potential for some 2.5 stories in key locations | Tarmac carriageway to key routes with block paved key spaces and private drives. Blocked paved in the lanes |
| | Parking: | Materials & architectural detailing: | Footpaths: |
| | On plot Side / frontage and off plot frontage and parking court. Some integral garaging | Predominantly red / brown brick. Render to key buildings. Feature decorative timber / render gables. Timber boarding to feature gables | Tarmac footpaths and key pedestrian routes |


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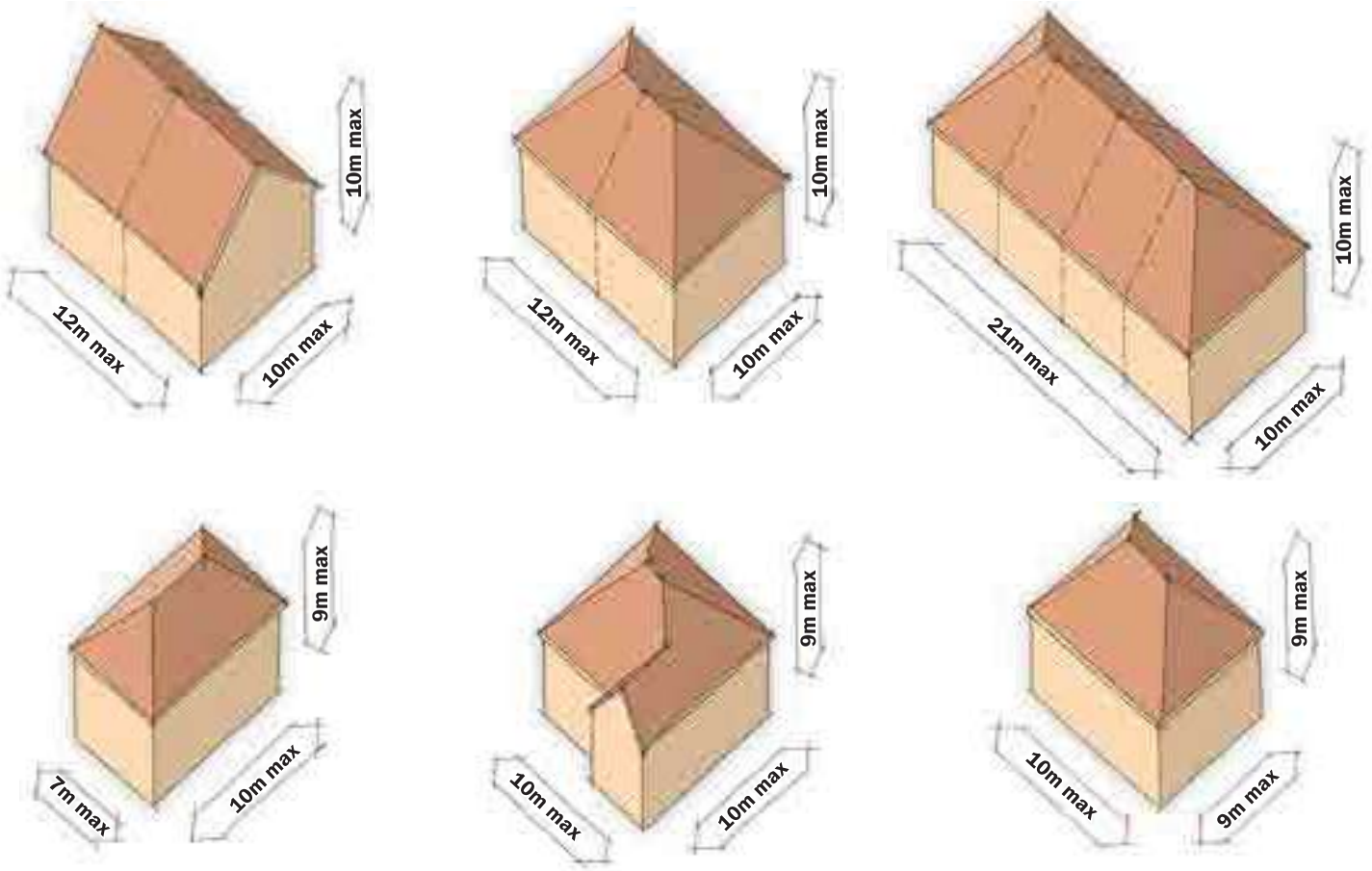

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# 5.0
# BUILT FORM & IDENTITY

## MATERIALS

- Red Multi Brick
- Plain Red Brick
- Render
- Red roof tiles
- Brown roof tiles
- Grey roof tiles
- Tile hanging

## TYPOLOGIES




| CHARACTER AREA | BUILDING MATERIALS | ROOF MATERIALS | ROOF TYPES | DORMERS | BAYS | EAVES | CHIMNEYS | PORCHES / ENTRANCES | BOUNDARY MATERIALS | WINDOW STYLE |
|---|---|---|---|---|---|---|---|---|---|---|
| **VILLAGE EDGE** | • Predominantly red / brown brick<br>• Render to key buildings<br>• Feature decorative timber / render gables<br>• Timber boarding to feature gables | • Red / brown tiles<br>• Grey tiles | • Full hipped roofs<br>• Some gable roofs<br>• Feature front gables | • Hipped dormers | • None | • White boxed eaves | • None | • Hipped lean-to canopies<br>• Open canopies<br>• Flat roof canopies<br>• Recessed entrances | • Railings in key places<br>• Open frontages | • Casements<br>• Top lights<br>• Multiple Glazing bays |

# 5.0
# BUILT FORM & IDENTITY

## 5.7 Woodland Edge Character Area

The Woodland Edge character area could be distinguished by its architectural vocabulary and use of materials which follow the patterns and characteristics of buildings which were used in the local area.

These include both the barns, outbuildings and farmhouses. The Design and Access Statement sets the character for this area on a more traditional aesthetic with fenestration detailing and materiality responding to the built form locally and the rural aspect to the south.

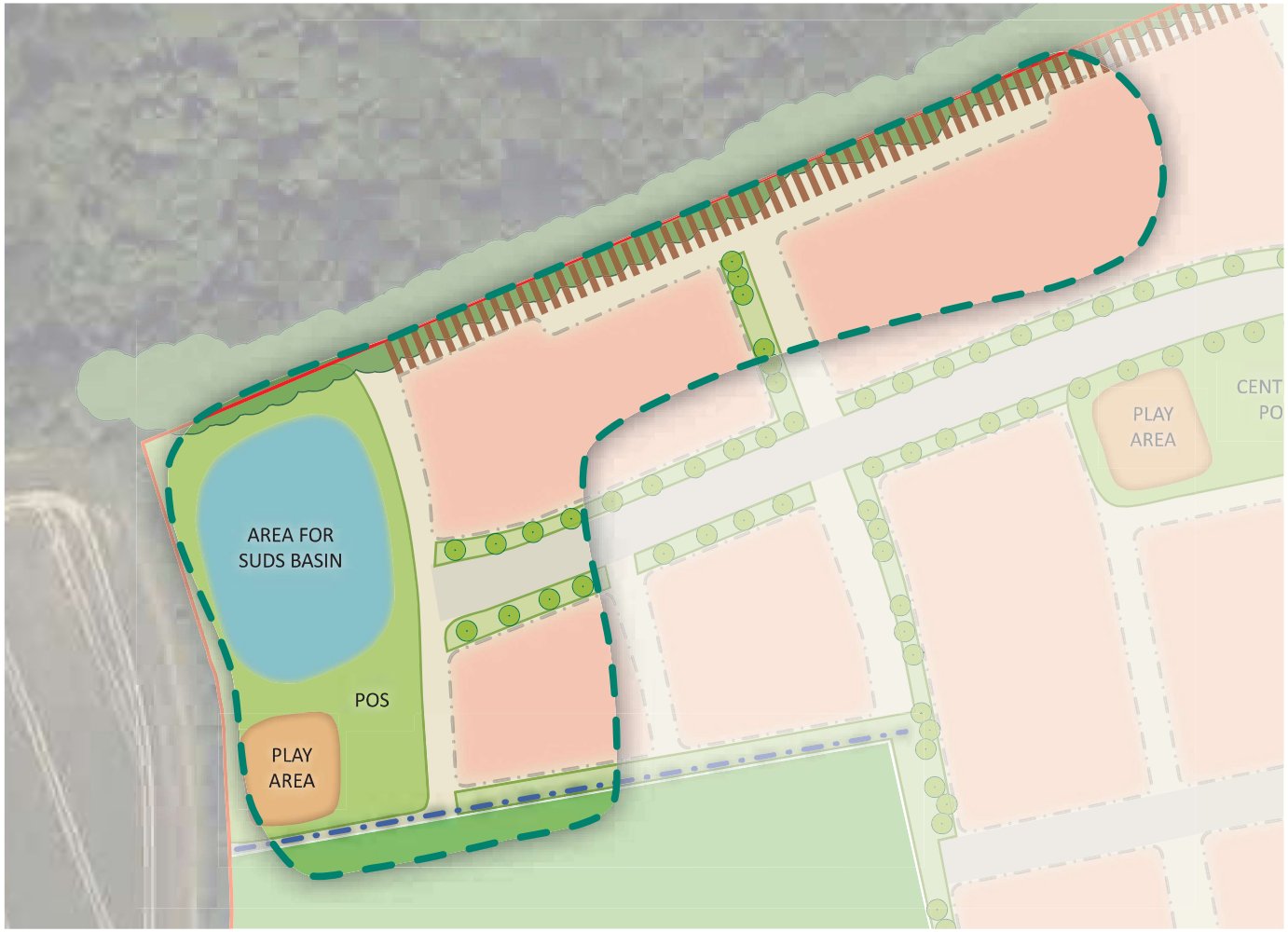
### Landscape Approach

New tree and meadow planting will be provided between the proposed development parcels and Steyne Wood to the north in order to enhance and strengthen the existing boundary once also protecting the sensitive edge of the Woodland area. The tree lined primary access road will serve this part of the site with a series of smaller residential access links serving the residential parcels. New thicket, tree and wildflower planting will also be provided within this character area to enhance wildlife habitats as well as accommodating new recreational routes connecting the network of green spaces across the site. To the northwestern corner of the site, a new attenuation basin is proposed within the low point of the site, which will also provide new wildlife habitat opportunities and enhance the biodiversity value of the site.

Design principles appropriate to the Woodland Edge Character Area include:

- Protecting and enhancing the setting and character of Steyne Wood to the north of the site through additional woodland and native shrub planting, enhancing its function as a key feature of the site-wide green infrastructure network.
- The provision of a series of smaller residential roads which may include a change in road surface materials and landscape planting species to promote a more pedestrian friendly environment for users
- Create landscape connections through the scheme complementing the wider GI network to integrate the proposals into the surrounding landscape fabric and setting
- The provision of a new attenuation basin at the lowest part of the site within the northwestern corner to manage surface water runoff and create opportunities for new wildlife habitats and biodiversity gains.

The proposals will seek to build on the existing landscape fabric within the Woodland Edge Character Area through the introduction of enhanced native boundary tree and hedgerow planting, specimen parkland trees within the open spaces and formal street tree planting.








*Illustrative Redrow housetypes*

# 5.0
# BUILT FORM & IDENTITY

A selection of photos taken along Arundel Road and around the village of Angmering, which sets the referencing for the visual cues of the site planning, place making and architectural detailing of the proposed development.

- Lowest density
- Coarse grain of built form with larger gardens and spaces between buildings (images 1, 3, 7, 8)
- Buildings up to 2 storeys (images 1, 2, 3, 7, 8, 9)
- Predominantly detached buildings
- A limited number of semi detached and short terraces on inner parts of the area
- A mix of render and brick with render on key buildings (image 2)
- Potential for flint on key buildings (image 7)
- A mix of red and brown roof tiles with potential for some limited grey tiles (images 1, 2, 3)
- Residential streets and Lanes
- Parking generally on plot (images 1, 3, 7, 8)
- Visitor parking provided in dedicated bays off the carriageway or in widened areas in drives (image 9)
- Low brick walls (image 2)
- Timber/ metal post and rail fencing (image 5)
- Hedge planting (image 1, 3, 8)
- Dormers (image 3)
- Casement windows (image 4, 8)
- Pitched roof porches (image 3, 6)
- Integral garages (image 7)
- Bays to selected plots (image 9)

**Key features:**

| DESIGN CUES | URBAN FORM | BUILDINGS | PUBLIC REALM |
|---|---|---|---|
| Visible edge of Angmering<br><br>Rural inner street and lanes<br><br>Farm building edges with long countryside views<br><br>Verdant streets | Block structure: | Style: | Front garden boundaries |
| | Perimeter Blocks with varied set-backs and building separation | Predominantly detached with some semi-detached | Mixed, garden style amenity planting and low hedgerows |
| | Density: | Height: | Road surface: |
| | Lowest | 2 Storeys | Tarmac carriageway to key routes with block paved key spaces and private drives. Blocked paved in the lanes |
| | Parking: | Materials & architectural detailing: | Footpaths: |
| | On plot side and frontage car parking | Balanced mix of render and red / brown brick. Feature decorative timber / render gables. Timber boarding to feature gables | Tarmac footpaths and key pedestrian routes |


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# 5.0
# BUILT FORM & IDENTITY

## MATERIALS


Red Multi Brick


Plain Red Brick


Render

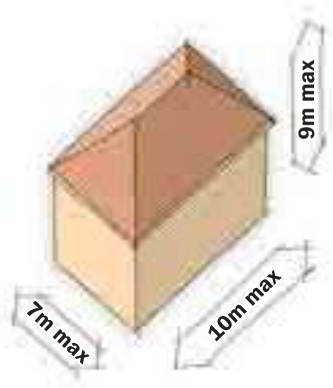

Tile hanging

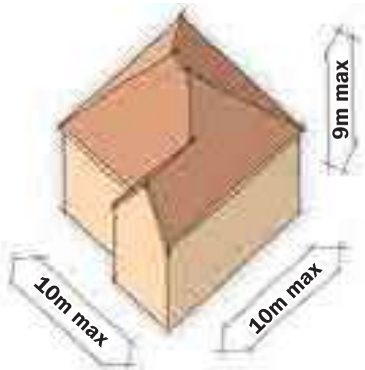

Red roof tiles

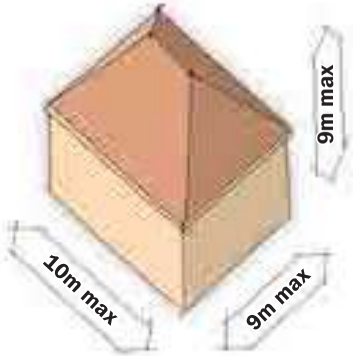

Brown roof tiles

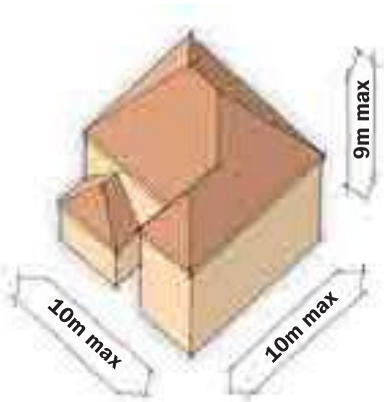

Timber / render gables

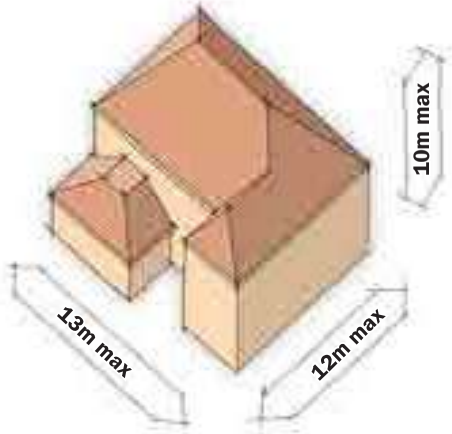
## TYPOLOGIES



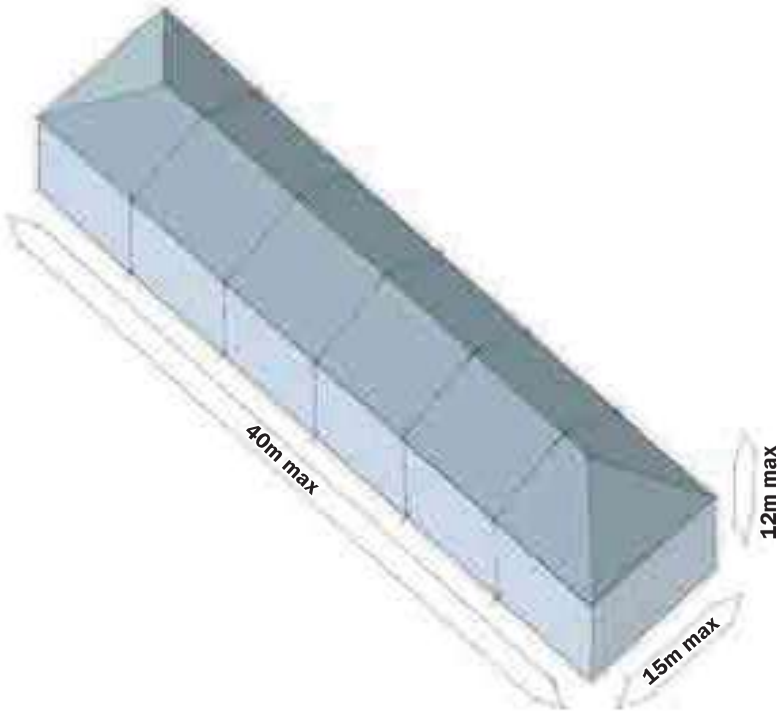

| CHARACTER AREA | BUILDING MATERIALS | ROOF MATERIALS | ROOF TYPES | DORMERS | BAYS | EAVES | CHIMNEYS | PORCHES / ENTRANCES | BOUNDARY MATERIALS | WINDOW STYLE |
|---|---|---|---|---|---|---|---|---|---|---|
| **WOODLAND EDGE** | • Balanced mix of render and red / brown brick<br>• Feature decorative timber / render gables<br>• Timber boarding to feature gables | • Red / brown tiles | • Full hipped roofs<br>• Feature front gables | • Hipped dormers | • Two storey splayed bays | • White boxed eaves | • Brick on key buildings | • Open canopies<br>• Recessed entrances | • Open frontages<br>• Hedges | • Casements<br>• Top lights<br>• Multiple Glazing bays |

# 5.0
# BUILT FORM & IDENTITY

## 5.8 Commercial Character Area

There is a requirement to allow for 0.45hectare of space for commercial / employment use with access provided and approved in full at the outline stage. In the outline DAS it has been stipulated that six 1000sft starter units will be provided with associated car parking based on one space for every 215sqft of commercial floor area.

An additional 10% is required for visitor parking along with one medium / heavy goods vehicle parking space. An indicative layout is provided of how this can be provided in a landscape setting with the parameters set for the building's length, width and height.






| CHARACTER AREA | BUILDING MATERIALS | ROOF MATERIALS | ROOF TYPES | DORMERS | BAYS | EAVES | CHIMNEYS | PORCHES / ENTRANCES | BOUNDARY MATERIALS | WINDOW STYLE |
|---|---|---|---|---|---|---|---|---|---|---|
| **COMMERCIAL AREA** | • Brick and metal curtain walling | • Metal standing seam - grey | • Shallow pitch | • None | • None | • Metal to match roof | • None | • Porch over per-sonal door. Large vehicle roller shutter doors | • None | • UPVC / Aluminium glazing with some curtain walling |

# 5.0
# BUILT FORM & IDENTITY

## 5.9 Key Buildings

To assist with the legibility of the scheme and to create architectural foci to key vistas, the required accent building locations have been identified. The architectural detailing and materiality of these key buildings will need to differentiate these from the more general street elevations around them. A contrasting roof form and colour as well as a different fenestration pattern are other ways in which these key buildings can be differentiated.

The key buildings are often located on corners at junctions of streets and it will be important to ensure that these have active fenestration to both frontages.

Gateway buildings should also be designed in special locations where they identify the transition from one type of environment or character into another. This occurs generally where movement occurs between a more open or green space into a more contained space where buildings create an enhanced sense of enclosure.

Key buildings should be located through the site to:

- Address key corners and frontages.
- Terminate key vistas and viewing corridors.
- Strengthen legibility and movement by visual referencing.
- Reinforce the strategies for the character areas.




*Proposed key buildings, parcels and areas plan*