

5. CHARACTER AREAS & APPEARANCE

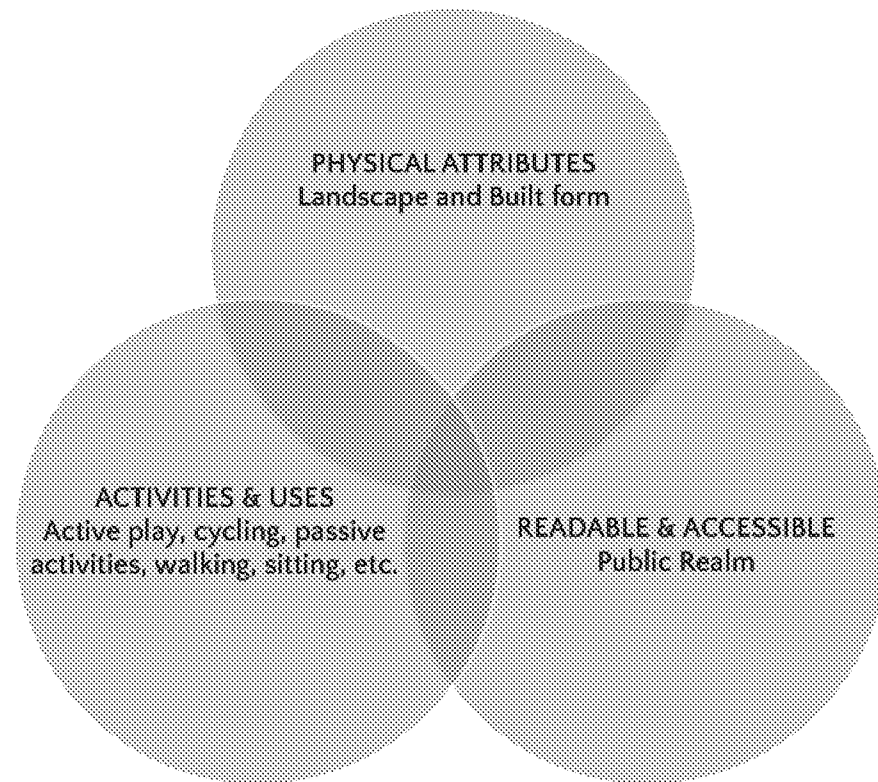
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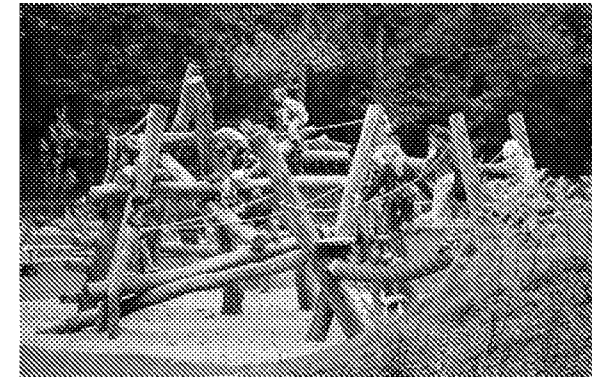
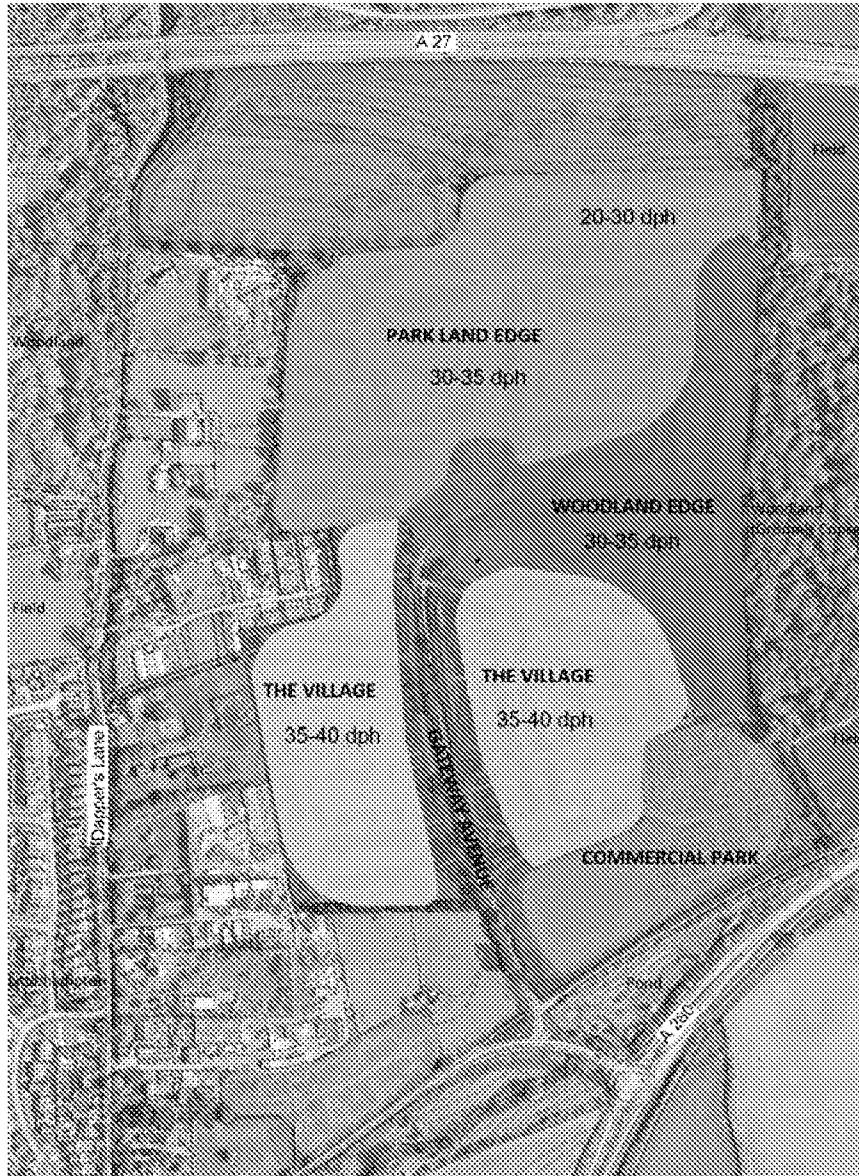
5. CHARACTER AREAS AND APPEARANCE

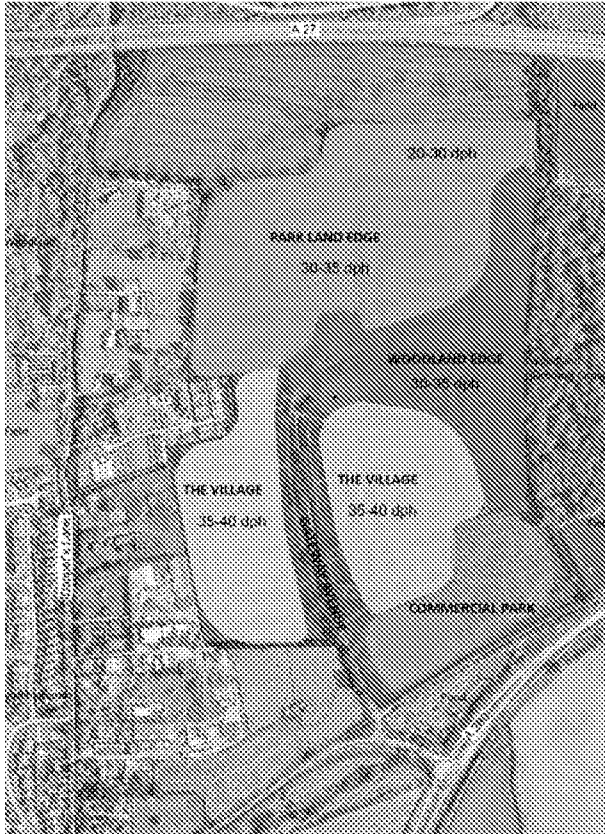
The over-arching identity for this site is based on a landscape-led approach, focused around natural features within the site, including the woodland edge, topography and surrounding views. The Character Areas Plan follows a landscape-driven rationale with each character area inspired by the site's form and characteristics.

A strong sense of place is created by integrating physical attributes, activities and making spaces readable and accessible for residents. The objective is to develop a cohesive environment with visually integrated character areas having an overall identity while making distinguishable and readable through variations of landscape features and built form.

The character areas respond to natural features including woodlands, tree-lines, hedgerows and topography with landscape enhancements. The built form aims to reflect this with a change in urban grain and varying densities and building heights. These areas will be connected by a network of streets, lanes, paths and spaces.





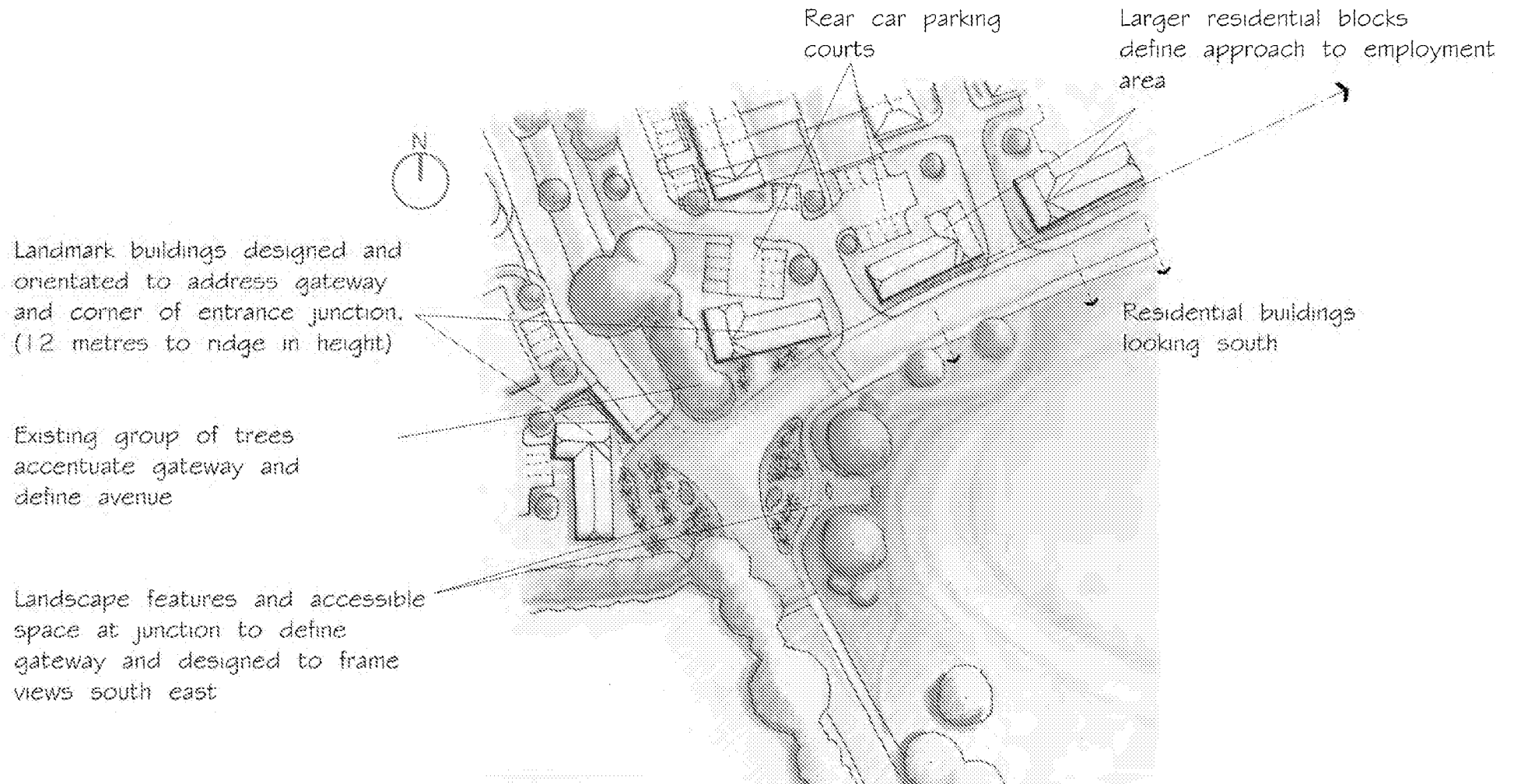


5.1 GATEWAY AVENUE

Sense of Place

The Gateway Avenue is the threshold into the site and a strong sense of place is created by its inherent function, being the main vehicular access point into the site. Larger blocks residential blocks and trees are positioned in prominent locations at the junction to emphasise the gateway and demarcate the entrance. To strengthen the sense of arrival buildings are aligned to address the junction with a landscape strategy that aims to frame and create views across the attenuation basin. The existing trees at the northern corner of the junction accentuate the gateway and create a gradual progression northward forming the treelined characteristics of the Primary Avenue. The residential blocks along the southern edge of development face the attenuation basin and emphasise the approach to the employment area further east. Their orientation take advantage of the southern aspect and open views across the attenuation basin.

- The Gateway Avenue is the threshold into the site and a strong sense of place is formulated by its function as the main vehicular access point into the site
- The sense of place is created by siting and positioning larger buildings at the junction to demarcate the entrance and reflect the significance of this location
- The entrance, buildings, trees and open space collectively form the gateway and strengthen the sense of arrival leading on to the avenue.



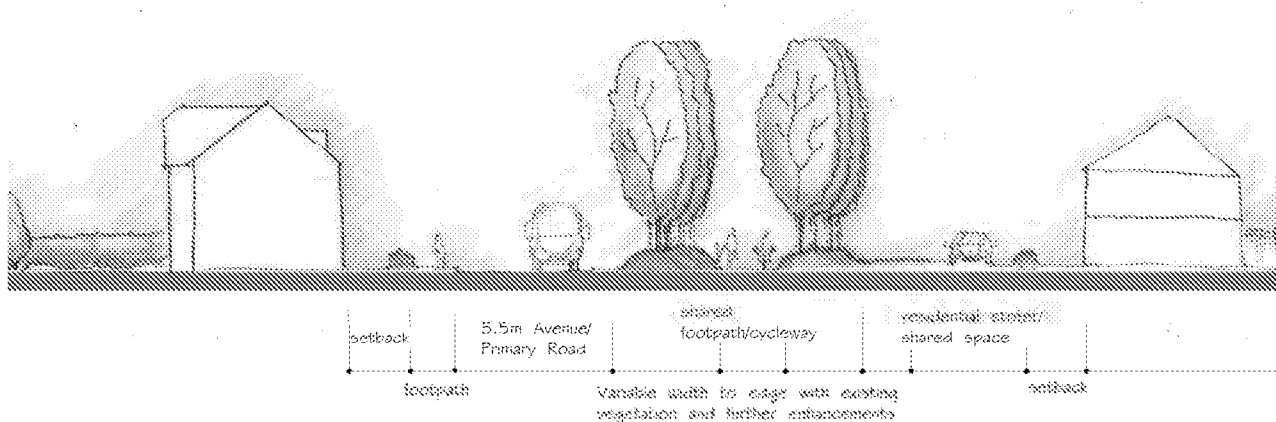
Gateway Avenue demonstration image illustrates how the gateway takes advantage of the attenuation basin and intersection with responsive buildings and landscape strategies.

Note: All drawings are not to scale and indicative only

Characteristics

The Primary Avenue is orientated north-south stretching between the main entrance and the central attenuation basin. It is designed as a central spine route through the development with trees and vegetation and connects the various character areas together. The east-west avenue connects to the Commercial Park Character Area, whereas the north-south avenue gently sweeps through the site and connects with the remaining character areas. The Gateway Avenue acts as an interface to the Village Character Area behind it.

Buildings are larger to demarcate the Gateway and respond to the scale of open space created by the attenuation basin reaching a height of 12 metres along the southern edge. They reflect the setting of the gateway and define the approach to the employment area. Trees are arranged to provide glimpses eastwards across the open space.



Gateway Avenue demonstration image illustrates the cycle and pedestrian path taking advantage of the existing treelines and separated from the vehicles.

Note: All drawings are not to scale and indicative only

- Designed as an avenue and central spine route through the development providing connections into other character areas
- Roadside tree planting designed at the outset
- Sinuous north-south carriageway alignment
- Focal buildings at key points to enclose views on arrival, demarcate gateway, emphasise corners and define edge of north-south avenue.
- Houses front the road with a degree of uniformity and a predominantly formal arrangement of buildings.
- Trees are sensitively positioned to frame views and define open space
- High density with 2-2.5 storey buildings at the gateway

Key Features

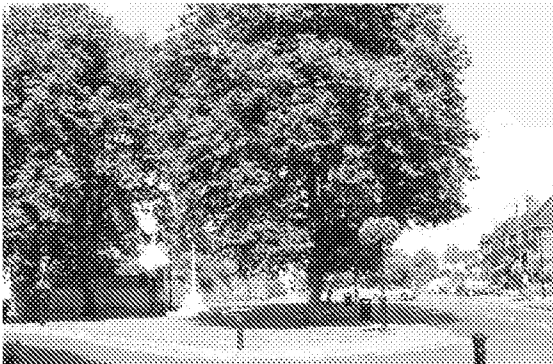
- Focal buildings at key points to enclose views on arrival, demarcate gateway, emphasise corners and define edge of north-south avenue.
- Buildings facing junction and attenuation basin will have rear parking courts to preserve street scene.
- Trees are sensitively positioned to create views across and define public space.
- Houses address the roads with a high level of uniformity.
- Sinuous north-south carriageway alignment.
- Mostly semi-detached and terraced houses fronting on to the north-south avenue with primarily on-plot parking discretely positioned between houses.
- Higher density to the south falling to medium density northwards.
- Roofs are predominantly slate to the south with clay tiles being used further north.
- Roadside tree planting designed-in at the outset.



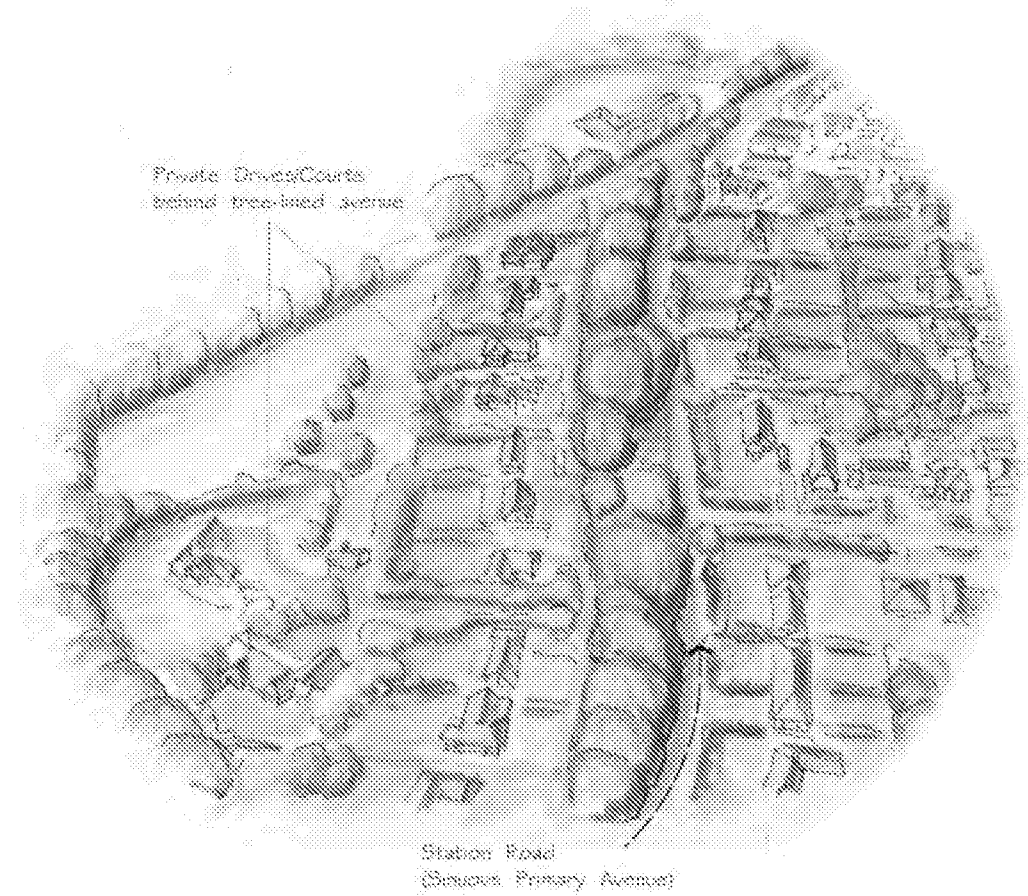
Precedents



Village Green and Centre



Angmering Village Green



Birds eye view of approach from Station Road



Arundel Road



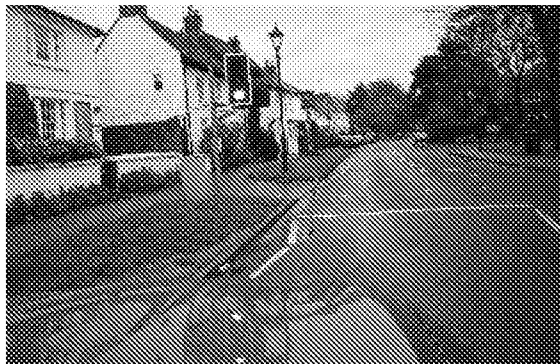
High Street



Village Green/Village Centre



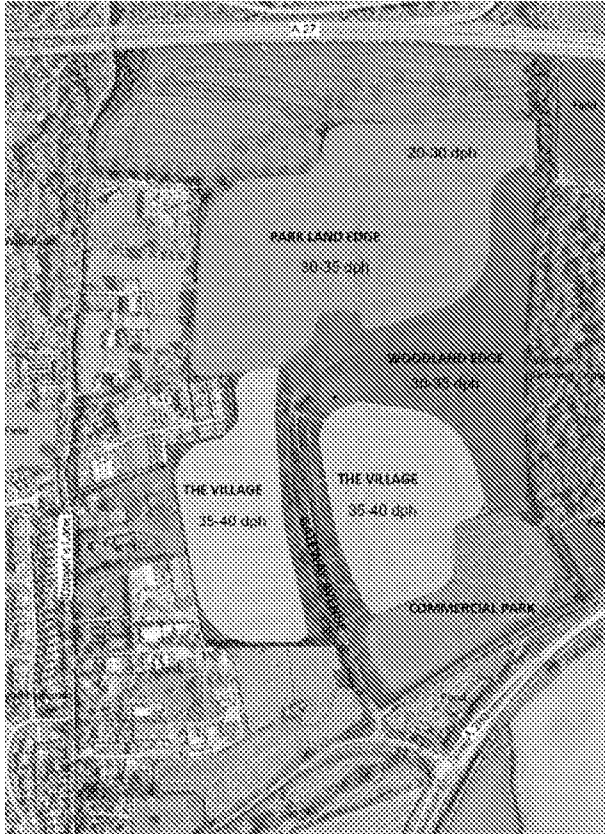
Dapper's Lane



High Street/Village Centre



High Street



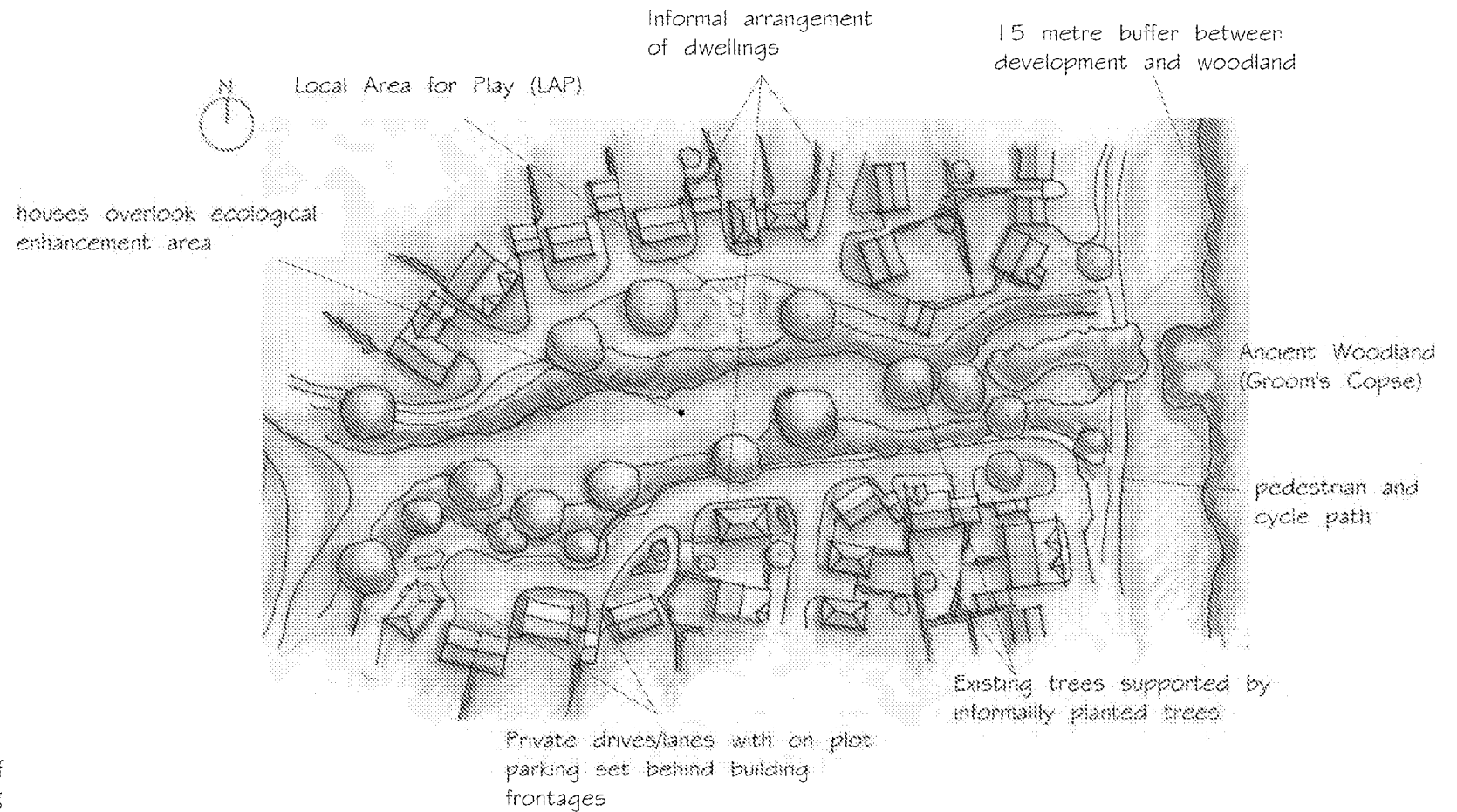
5.2 WOODLAND EDGE

Sense of Place

The Woodland Edge Character Area forms the eastern edge of the development and creates the transition between the Village Character Area with the highest density and the ancient woodland to the east and Parkland Edge Character Area to the north. This character area forms the edge of the woodland and contains an ecological enhancement zone at its centre which stretches further south along the Primary Avenue to enhance the ecological value of the development.

The sense of place within this area is created by this green infrastructure with the woodland and ecological enhancement zone, which collectively distinguish the appearance of this character area. The overall area will be dominated by strong landscape features along the edges and within the centre forming a green core to the whole development area where all character areas meet. The site's central attenuation basin creates a more visually permeable environment at the core of the development.

- The sense of place is created by strong green infrastructure shaped by the existing woodland and the ecological enhancement area.
- The green infrastructure distinguishes the appearance of this character area
- The ecological enhancement zone creates a green core to the whole of the site where all character areas meet
- It provides a green corridor connecting the Woodlands to the Gateway Avenue and strengthen the sense of arrival leading on to the avenue.



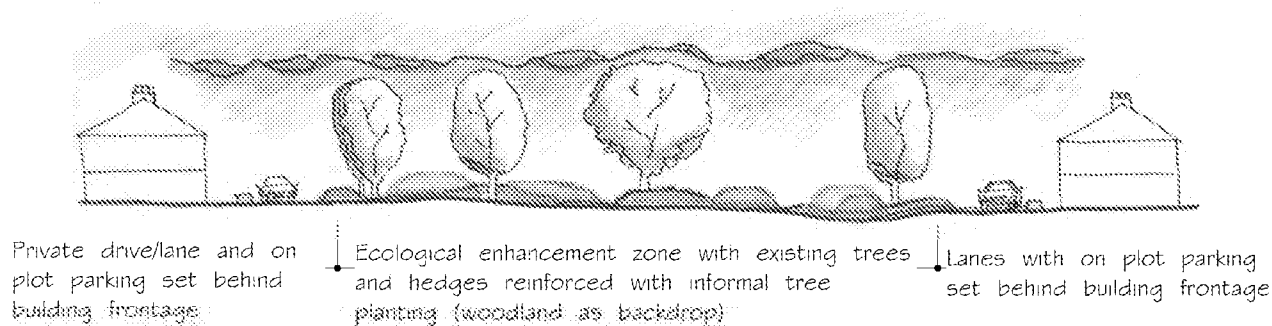
The demonstration image illustrates the relationship of development to the existing woodland and ecological enhancement zone.

Note: All drawings are not to scale and indicative only

Characteristics

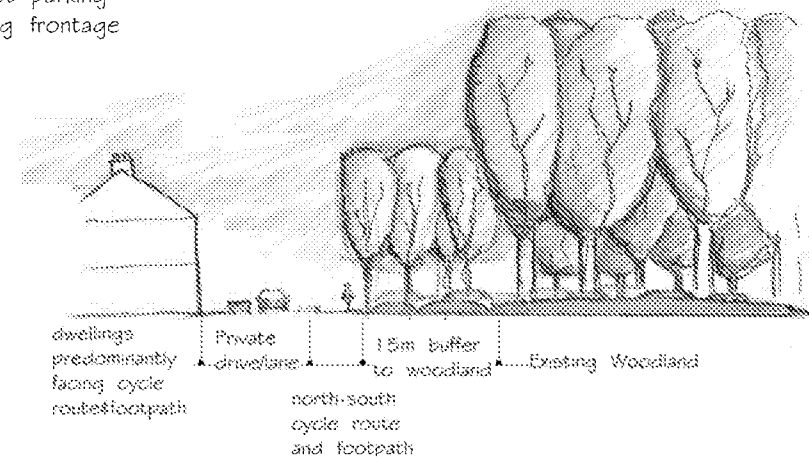
The Woodland Edge Character Area is led by the existing landscape characteristics and provides a strong green framework for a medium density residential area. The urban structure is less formal than the Village Character Area and is relatively loose with frontages framing the public realm (streets and green spaces). Benefiting from views to the ancient woodland and the ecological enhancement zone, dwellings will generally be detached and semi-detached within reasonably sized plots and are designed to present a sympathetic edge to the countryside. This part of the development will focus on providing an attractive environment with Grooms Copse woodland forming the backdrop to this area. This area directly connects to the cycleway and footpath which runs from north to south along its eastern edge and provides a scenic backdrop for pedestrians and cyclists.

- The Woodland Edge Character Area is led by the existing landscape characteristics and provides a strong green framework
- Buildings designed to present a sympathetic edge to the countryside with aspect over the woodland and ecological enhancement zone.
- Medium density area with loose arrangement of dwellings.



The demonstration images illustrate the relationship of development to the existing woodland and ecological enhancement zone.

Note: All drawings are not to scale and indicative only

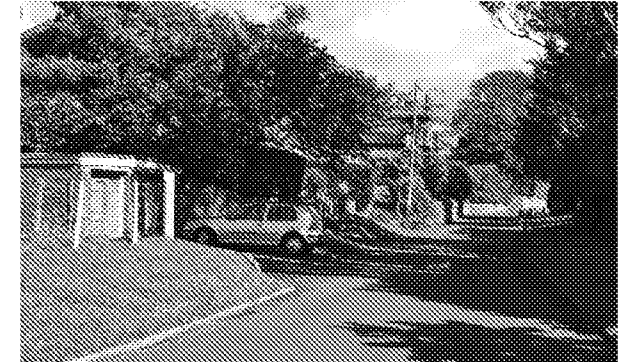


Key Features

- Ecological enhancement zone providing the opportunity for habitat creation
- Dwellings with aspect over countryside and ecological enhancement zone
- Green route footpath/cycleway
- Linkages to open space and bio-diverse areas
- On-plot private parking set behind frontage line
- Medium density housing (ca.30-35 DPH)
- Defensible space where set back is created using low picket fencing and timber post to protect exposed edges of open spaces from vehicles
- A consistent range of materials with variations of colour and textures are used to create visual breaks along frontages and help focus on specific features
- Occasional use of flint walls with stock brick being the predominant material
- Roofs will mostly be variations of clay
- Occasional use of clay hanging



Rectory Lane



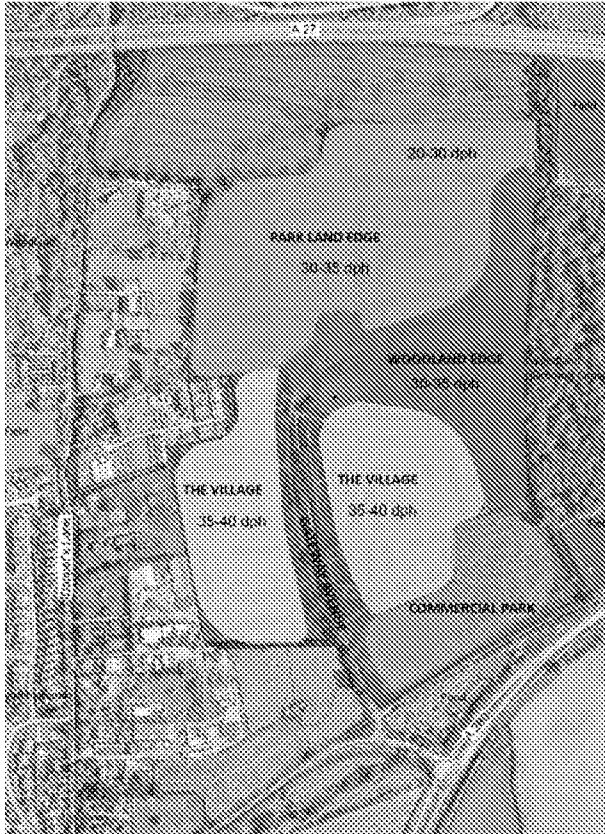
Rectory Lane



High Street



Looking east to woodland

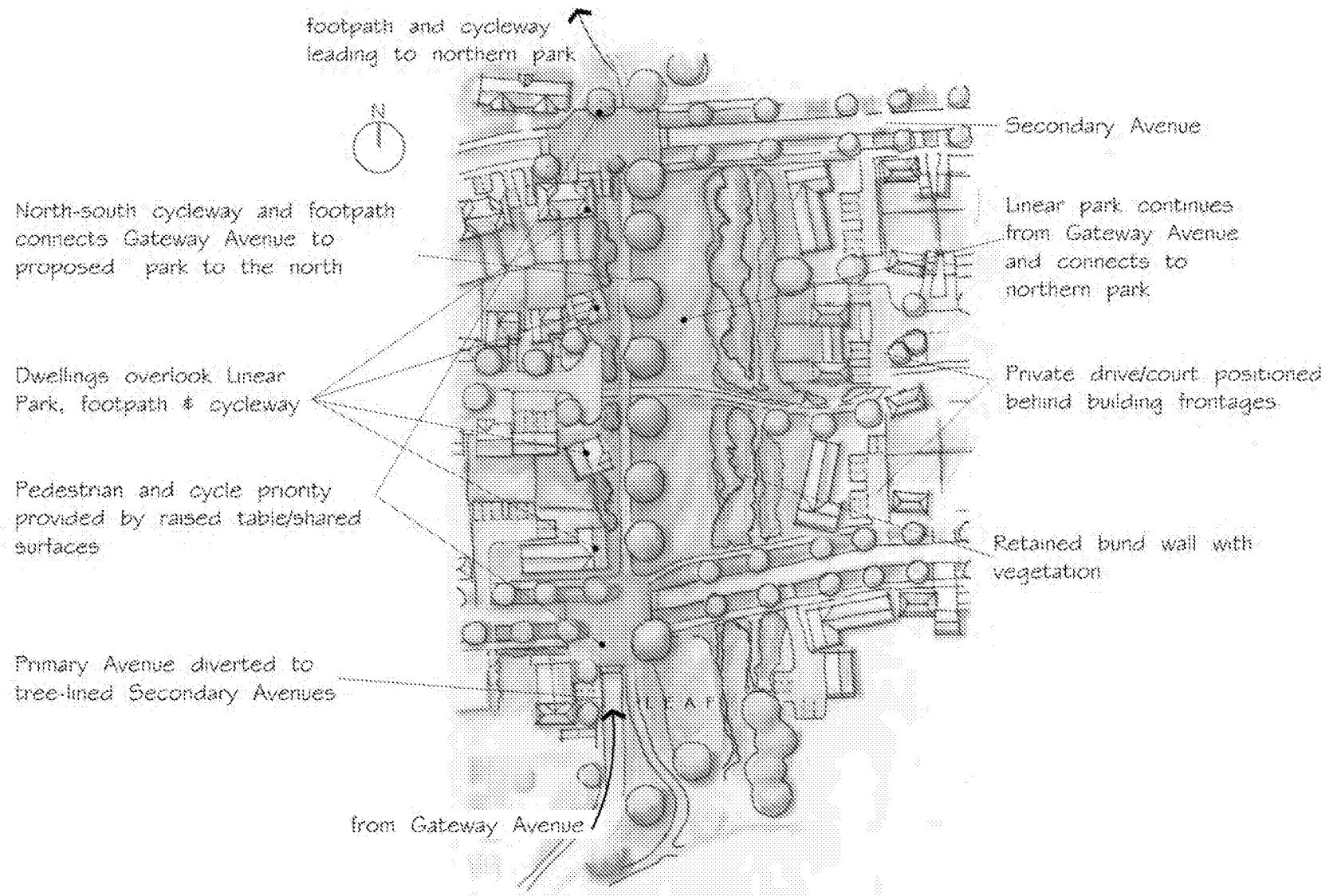


5.3 PARK LAND EDGE

Sense of Place

The sense of place is created by existing and new landscape characteristics providing a strong green framework for a medium to low density residential area. A unique place is created by its inherent landscape characteristics and by offering different open spaces for a variety of activities. The Primary Avenue to the south transforms into a more tranquil park-like environment 'Linear Park', one which is safe and free from traffic, created by diverting traffic to the east and west into Secondary tree-lined avenues. The Linear Park creates the main approach to the large Public Opens Space to the north providing a more active area for play and offering views to the National Park.

- The sense of place is formed by a central and tranquil park-like environment, safe and free from traffic.
- The Linear Park extends from the Gateway Avenue to provide the main approach to the northern park and is created by diverting the Primary Avenue to tree-lined Secondary Avenues



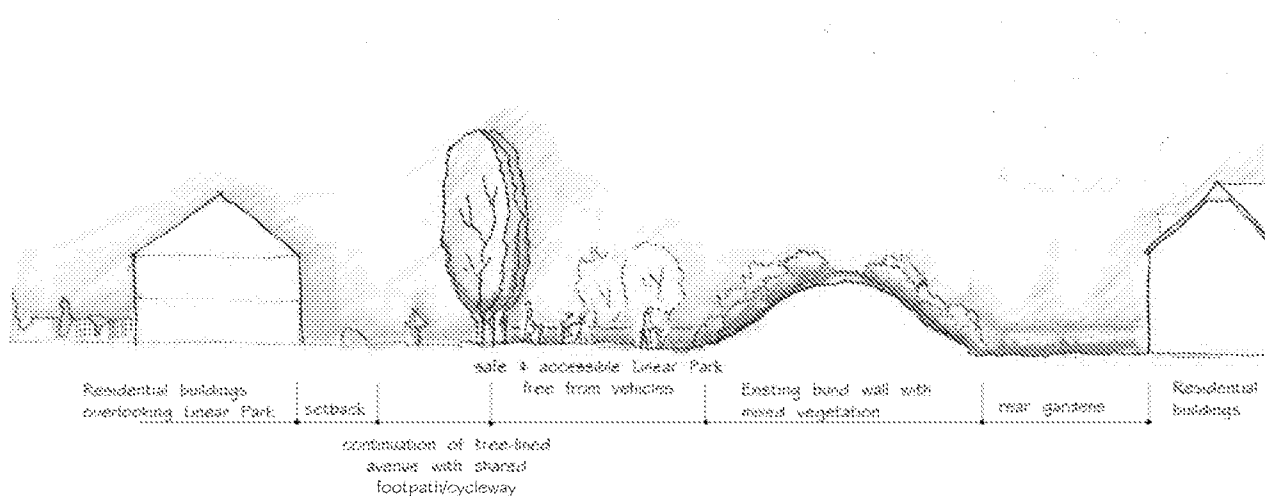
The demonstration study illustrates the pedestrian and cycling connections between the residents and the Linear Park and POS to the north.

Characteristics

The Park Land Edge Character Area is designed with a medium to low density residential area to reflect the northern edge of the development. The POS will be designated for active recreation and the Linear Park provides tranquil space free from traffic for passive activities. The Park Land Edge Character Area reinforces the existing landscape features through additional tree planting along the Linear Park parallel to the north-south bund walls and the Secondary Avenues.

The layout is less formal and relatively loose when compared to The Village Character Area. Buildings predominantly follow the street pattern with occasional changes in orientation and will generally have 2 storey houses with 1-1.5 storey houses along the north eastern edge. Existing bunding retained from the motor circuit naturally screens and protects from noise generated by the A27. The street pattern is predominantly sinuous with private roads or cul-de-sac and detached dwellings in generous plots.

- Pedestrian-friendly linear park at the centre extending from the Gateway Avenue.
- Strong landscape features created by the existing bunding defines the northern edge of the linear park and acts as an acoustic buffer from the A27 to the north.
- Medium to low density of development to respond to the open space (park) to the north.
- Building heights generally range from 1.5/2 storey buildings with 1/1.5 storey houses along the northern edge.



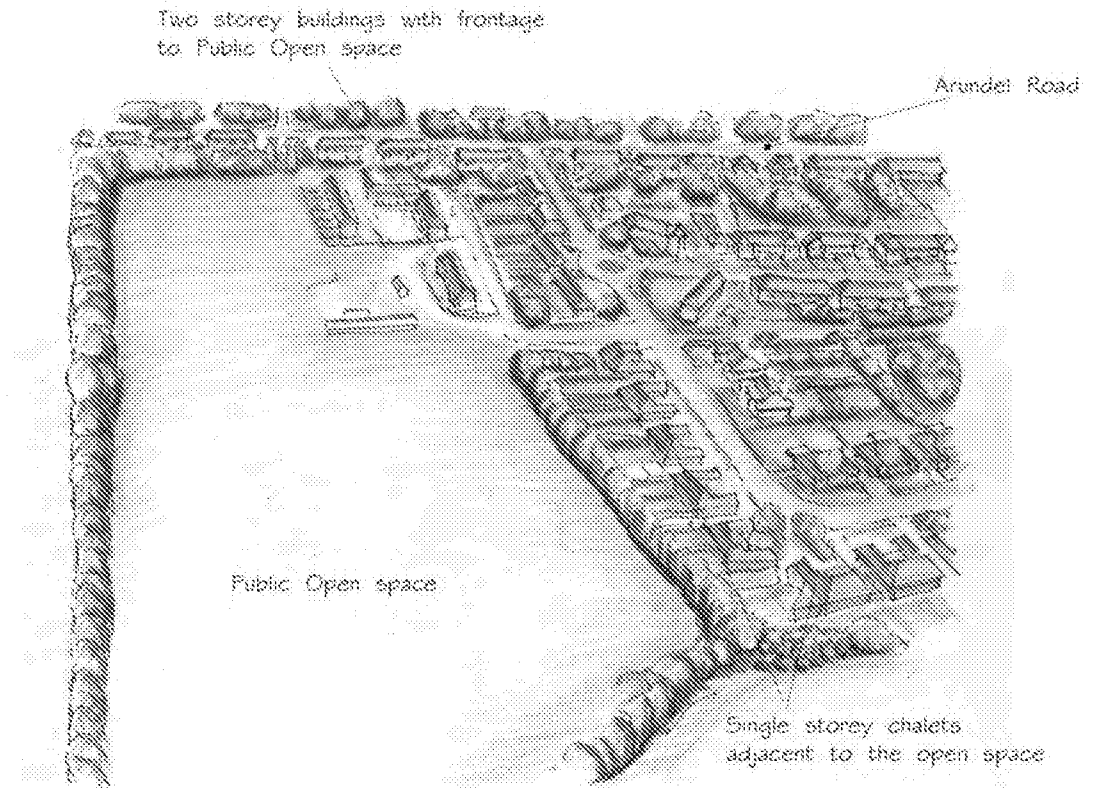
The demonstration study illustrates the characteristics of the Linear Park and how it relates to the surrounding development.

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Key Features

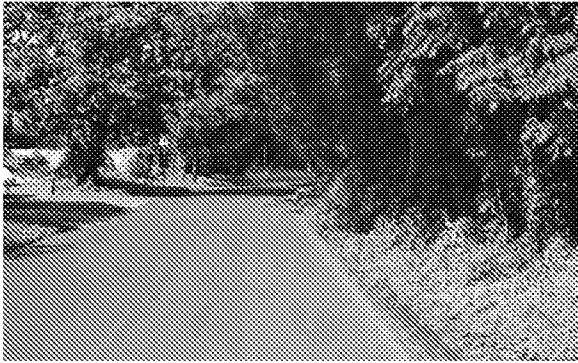
- Pedestrian friendly linear green park at the centre extending from the Gateway Avenue.
- Continuation of the tree-lined Primary Avenue.
- Strong landscape features created by the existing bunding defines the edge of the linear park and visually separates east and west.
- Detailed landscape will create the setting for the Linear Park.
- Open space to the north incorporate LEAP and NEAP.
- Lowest density of development ranging from medium to low (30-35dph to 20-30dph)
- Heights range from 4-10m maximum height, with 4-8m high houses located at the north eastern edge.
- Roofs are predominantly clay with the occasional use of slate on flatted blocks and landmark buildings.
- Regular breaks in roof line created by the predominant use of detached and semi-detached houses.
- Use of cul-de-sacs and sinuous street pattern

Precedents



Birds eye view of existing development to the north of the Village centre and west of the proposed site

Precedents



Dapper's Lane



North-south bund wall



Weavers Hill



Dapper's Lane



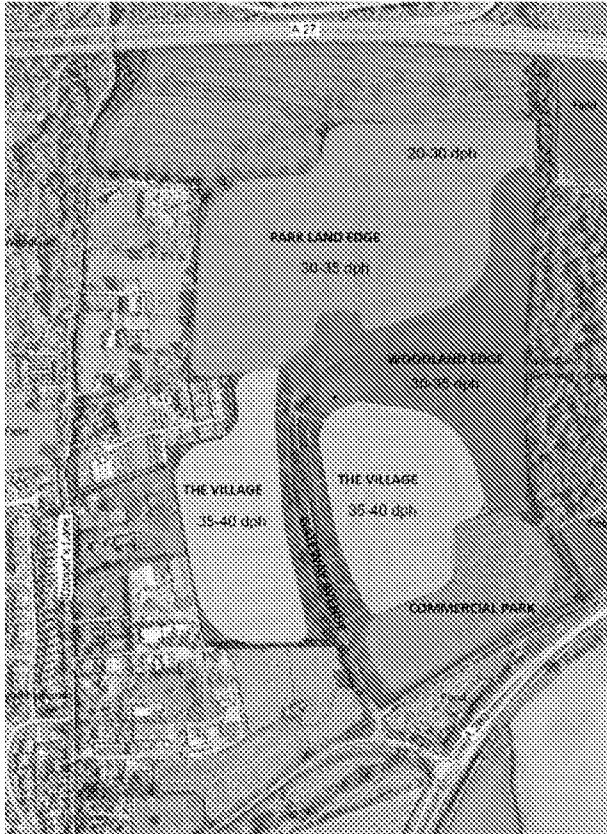
Dapper's Lane



Weavers Ring/High Street



View looking north

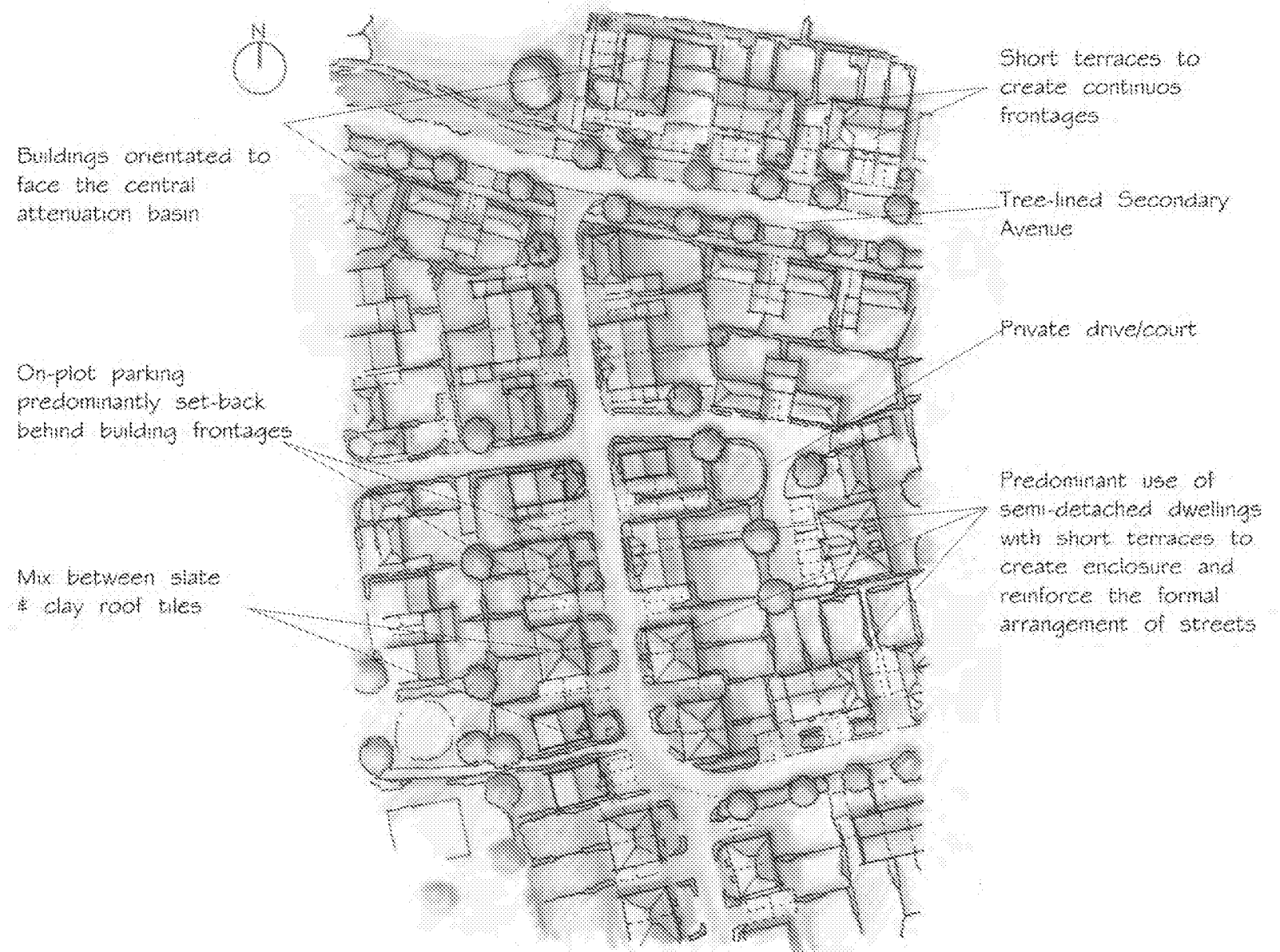


5.4 VILLAGE

Sense of Place

The Village Character Area provides the interface between the proposed development and the existing and approved developments to the west. It is designed with the highest density in mind and reflects but does not merely imitate the special character and appearance of the conservation area. The sense of place is driven by the pattern of development which takes a more formal urban structure with regular streets and continuous frontages using short terraces and semi-detached houses with a varied palette of materials.

- The sense of place is emphasised by continuous frontages created by short terraces and semi-detached houses and includes tree-lined streets with a varied palette of materials
- It reflects but does not merely imitate the special character and appearance of the conservation area



The demonstration study illustrates the regular street alignment with continuous frontages.

Note: All drawings are not to scale and indicative only

Characteristics

A range of dwelling types and heights will allow for a high degree of variety in this area, predominantly including terraced, semi-detached and apartment buildings accessed via secondary roads and drives. The material palette is varied and reflects that of the conservation area. This area features an east-west bus route and cycle link from Dapper's Lane connecting the site with development.

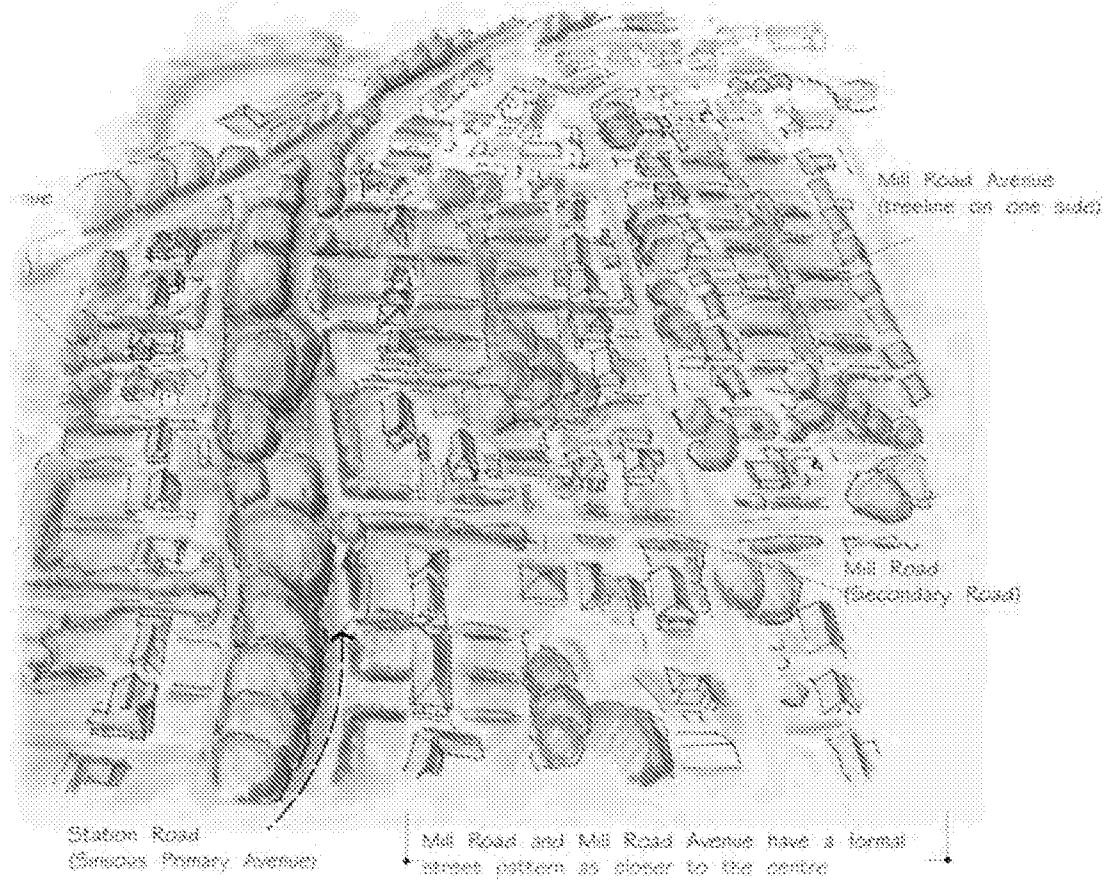
- Formal urban grain and street pattern with continuous frontages occasionally reinforced by tree-lines
- The material palette is varied with stock brick, rendered elevations, painted brick and occasional use of flint
- Highest density within the development (35-40dph)
- A range of heights and dwelling types will allow for a high degree of variety in this area, predominantly including terraced, semi-detached and apartment buildings mostly 2 storey with a ridge height ranging from 8-10 metres.

Key features

- Highest density of development relative to scheme (35-40dph)
- Mix of residential development, predominantly houses with flats
- Predominant use of semi-detached and terraced housing arrangements mostly 2 storey with a ridge height ranging from 8-10 metres.
- Varied parking solutions, including on-street and lay-by parking for visitors
- Stock brick with use of rendered elevations and painted brick and occasional use of flint
- Roofs mix between clay and slate with slate being used for feature buildings and flatted development



Precedents



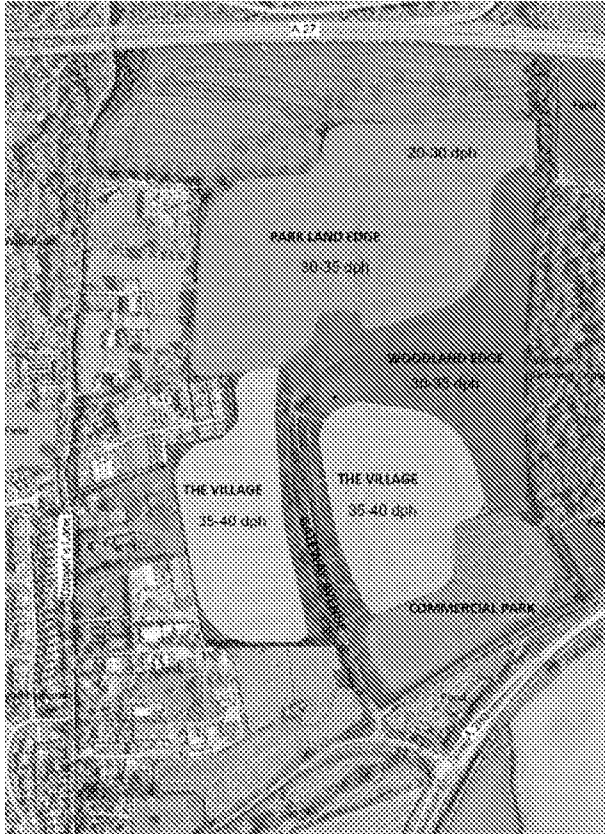
Birds eye view indicating formal street pattern



High Street



High Street

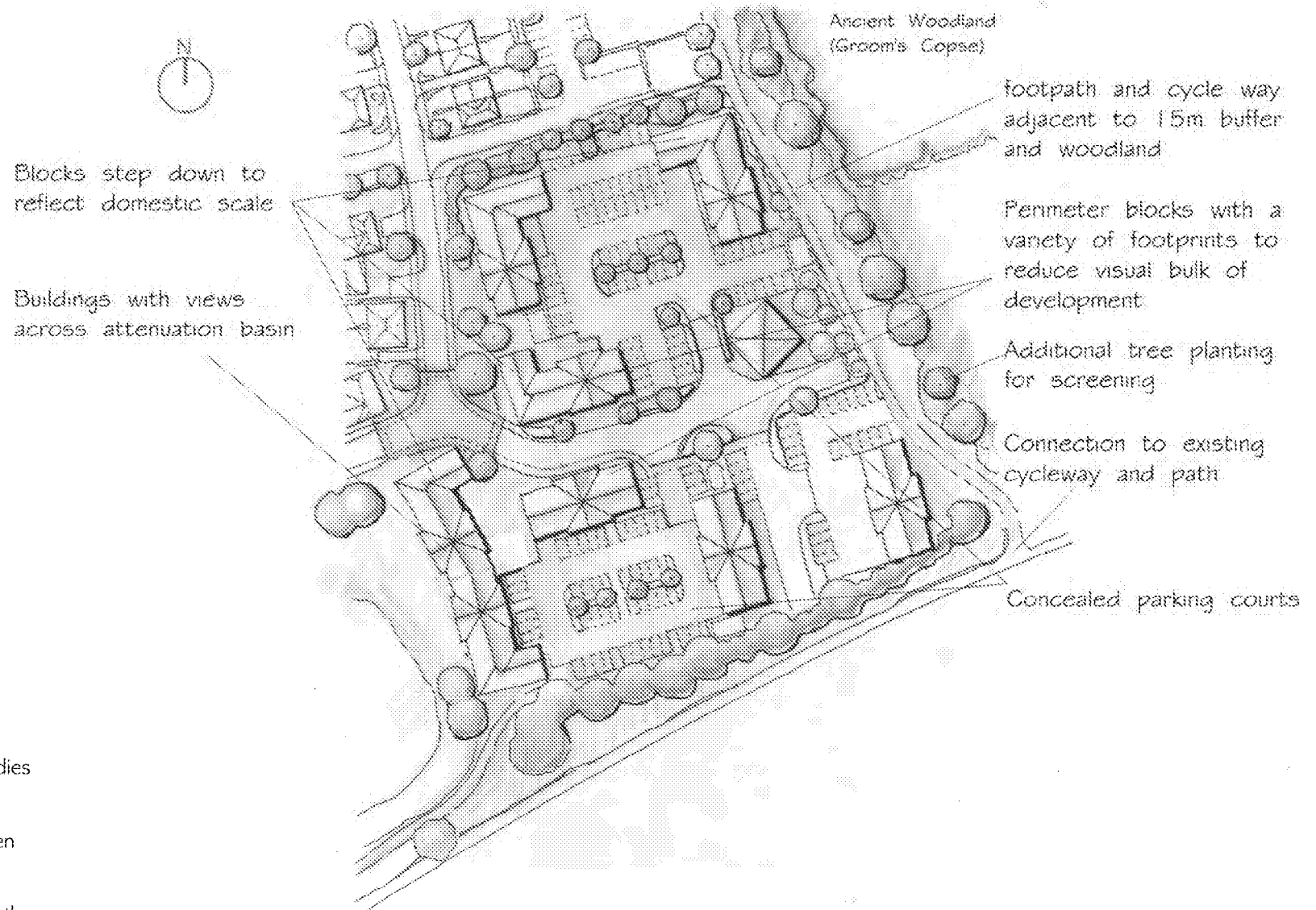


5.5 COMMERCIAL PARK

Sense of Place

The Commercial Park is located on the south eastern corner of the site which provides an opportunity to develop a positive interface with the open space. A formal approach from the gateway to the Commercial Park is created with larger building blocks to provide a gradual progression in scale. A strong sense of place is created by emphasising buildings framed within the natural setting, particularly when viewed from the public realm, which is mostly to the west. The proposed commercial blocks take a more traditional character with articulated corners and by stepping down in significant locations to integrate with the domestic scale of surrounding residential buildings. Buildings in this area are arranged as perimeter blocks and provide concealed private parking courts.

- A strong sense of place is created by emphasising commercial blocks framed within the natural setting, particularly when viewed from the public realm
- Designed with a more traditional character having articulated corners and stepping down in significant locations to integrate with houses in the Woodland Views Character Area.
- Active frontages overlooking the open space, streets and footpaths.



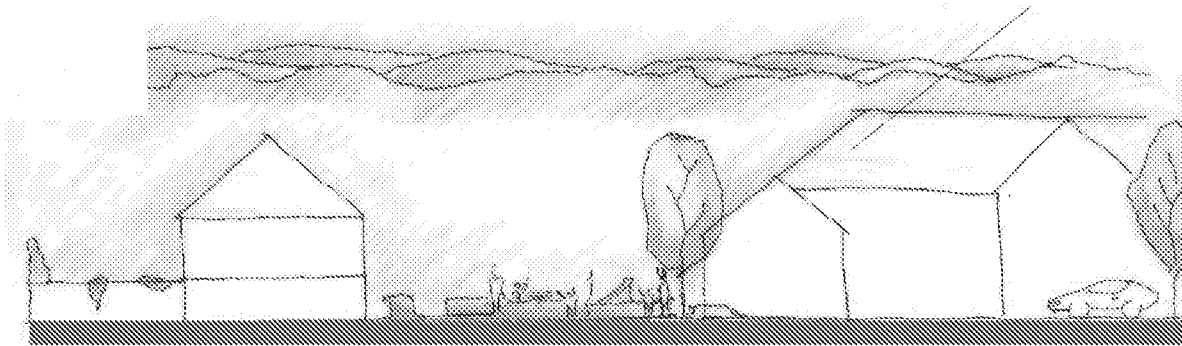
The demonstration studies illustrate the perimeter block arrangement and the relationship between commercial buildings and domestic scale development to the north.

Characteristics

The Office park is located on the south eastern corner and lowest part of the site to create a distinctive place for B1 uses. It is designated for employment and includes a series of structures set within a strong landscape framework including a 15-metre buffer to the east. Buildings within this area have larger footprints and designed to ensure that they integrate with the surrounding development with height restrictions, stepping down where necessary and articulated massing.

Commercial blocks step down
to reflect domestic scale

- Development set out in a series of employment courts, with servicing and parking to the rear concealed from the public realm.
- Active frontages overlooking open space, streets and footpaths.
- High quality public realm is expected to be delivered within the parking courts.
- Buildings within this area are of relatively larger footprints, however they are designed to ensure that they integrate with the surrounding development with articulation and by stepping down where necessary.
- A range of building heights from 1 to 2 storey having ridge heights set between 8 and 12 metres.
- Access to pedestrian and cycle route.



The demonstration study illustrates how the commercial building relate to the domestic scale of the houses to the north.

Note: All drawings are not to scale and indicative only



5.6 MASTERPLAN

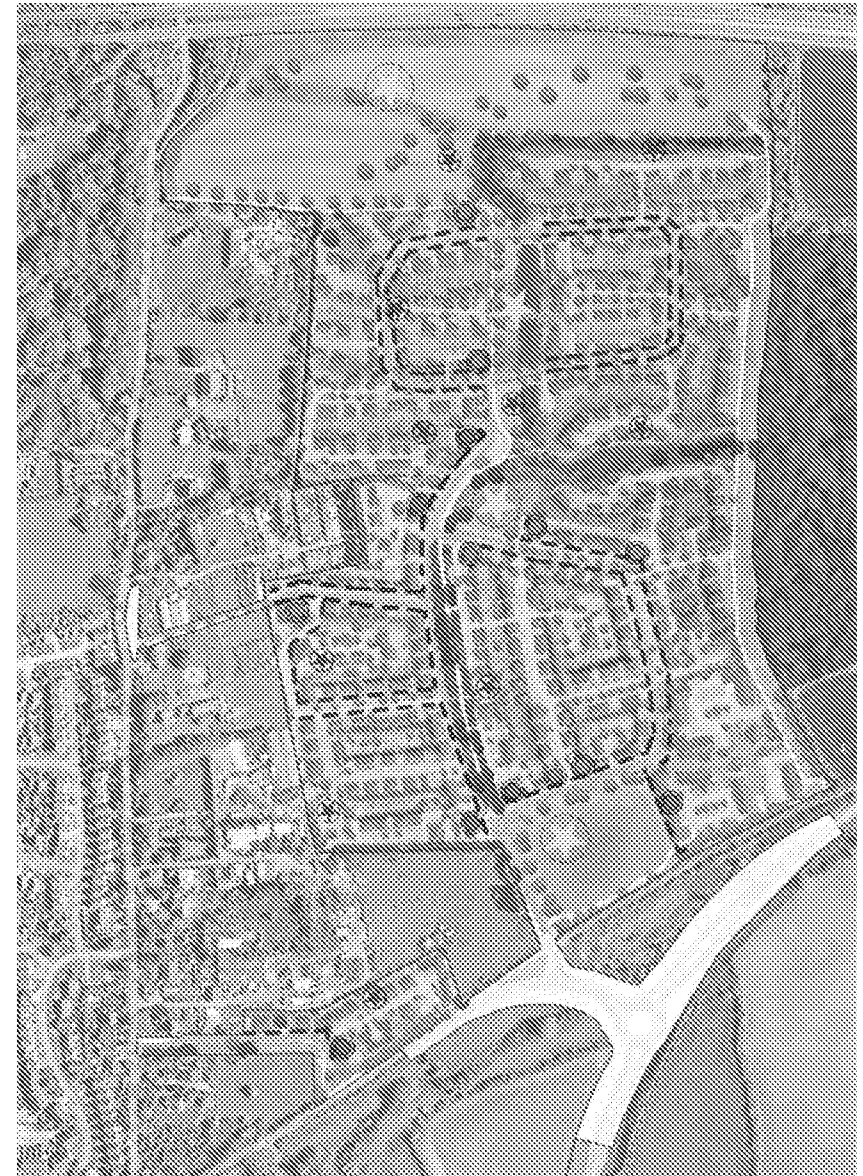
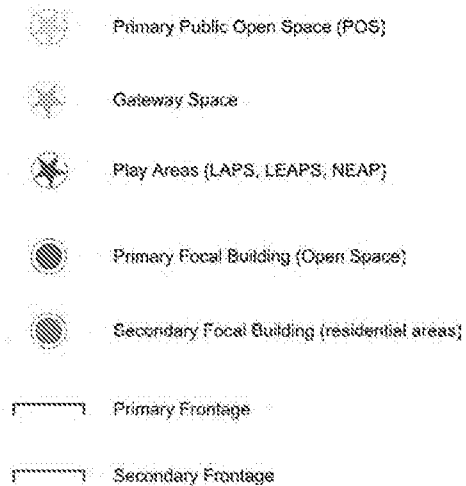
The masterplan is designed to deliver a high quality and sustainable development led by the landscape characteristics within the site and its surrounding context. Buildings have been carefully selected to reflect the characteristics of their relevant character areas and to relate to the local character of Angmering. Buildings have also been sensitively positioned to address the characteristics of the site including the open spaces. Feature buildings are located along primary frontages to address both the central and southern open spaces to create key arrival points, both at the gateway and at the centre of the site.



For Illustrative Purposes Only

Key Components

- Well-connected site with access and sustainable connections to the wider area
- Landscape characteristics and features shaping the different character areas
- Building form, density and heights responding to the relevant character areas
- Attenuation basins in key positions defining the characteristics of their relative locations
- Hierarchy of green avenues and streets responding to the characteristics of the site
- Strong gateway feature created by landscape features, buildings and spaces



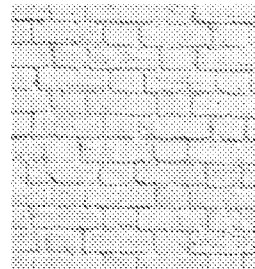
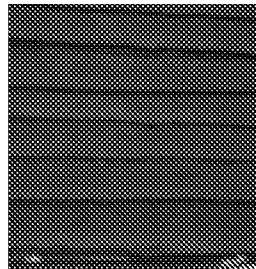
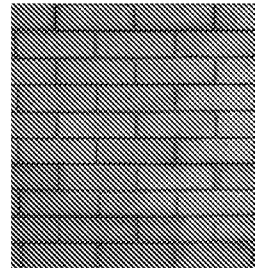
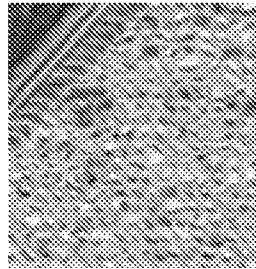
5.7 ILLUSTRATIVE MATERIAL PALETTE

Sussex vernacular typically comprises a mix of classical and traditional forms of architecture. Fenestration tends to follow clear vertical or horizontal lines with openings lining through or appearing symmetrical or balanced in some way. Its formal principles are however softened through irregular spacing and the varied use of appropriate materials.

The palette of materials used in the construction and finishing of buildings can have a key impact on the overall quality, character and appearance of the development. Proposals will need to respond to and complement the existing vernacular language and as such ensure that the proposed materials reflect the local palette.

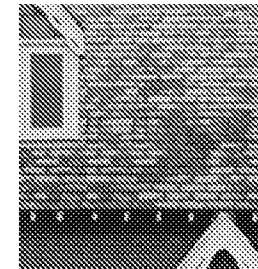
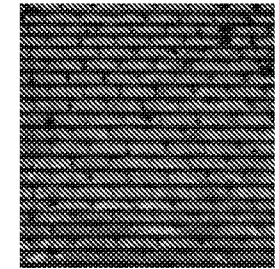
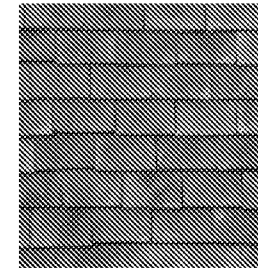
Walls

Predominantly elevations will comprise red facing brick to match the local vernacular. In addition, interspersed through the development would be rendered, painted brick or tile hung properties to accord with the vernacular and add interest and variety to streetscapes. Flint will be used selectively in focal buildings and boundary treatment. Dwellings which take on the appearance of converted barns will make use of horizontal timber boarding. Lower status buildings such as car ports and service structures will also use timber cladding.



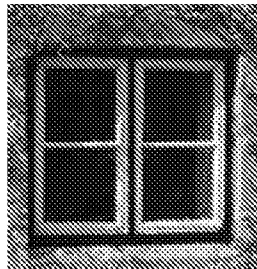
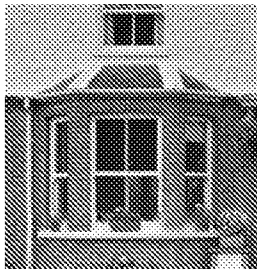
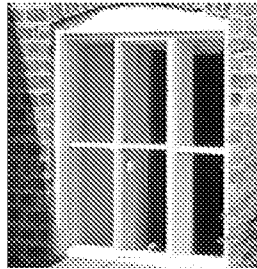
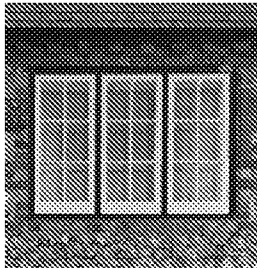
Roofs

Proposed roofs will typically be covered with slate or plain tile to break up the roofscape. Typically roofs will be designed to tie in with the local vernacular. Roofs will be pitched with strong gable ends and chimneys. Some half-hipped roof forms will echo the rural character.



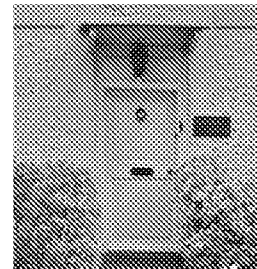
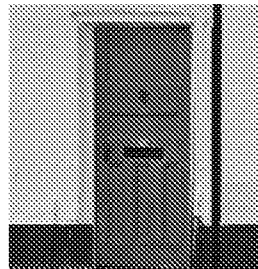
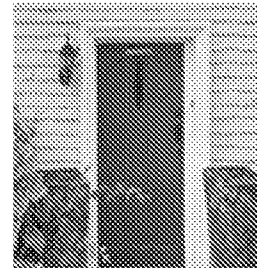
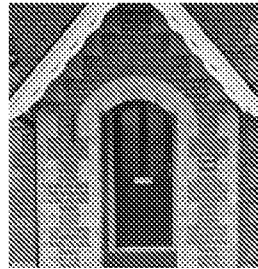
Windows

Windows would generally have an informal layout with size bearing a relationship to the size and function of the room it serves. However, overly small windows will be avoided to ensure that they are not lost in the elevation. Frames would generally be recessed, particularly on larger properties. Some windows will have brick arches above. Window types should take the form of casements or sashes where appropriate or should be divided by horizontal and vertical glazing bars.



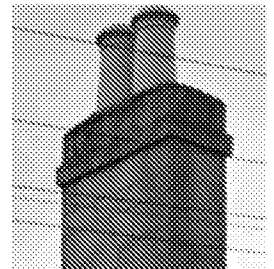
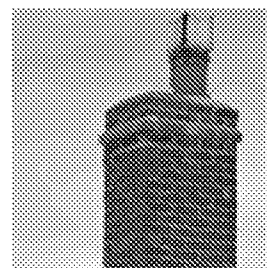
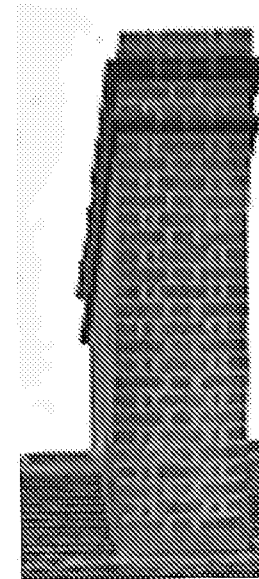
Doors & Porches

Front doors would typically be of timber construction and have a painted or natural, treated finish. Doors would generally be recessed from the front elevation. An element of glazing would be included but this should be restricted to provide a vertical emphasis. All principal front doors will typically have a porch or canopy. Porches or canopies will either be in the form of a pentice roof (a narrow sloping extension of a building's roof) and held up by simple timber brackets or supports, or alternatively some properties may include simple flat roof or gabled canopies to add some variety.



Chimneys

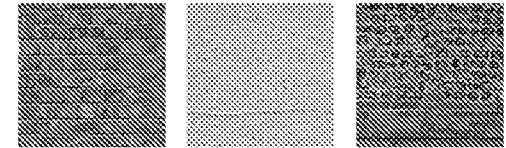
Chimneys are a feature of traditional architecture and help to punctuate the roofline adding interest to an area, they are an important feature in the Angmering Conservation Area. Most dwellings should have functional chimneys. Chimneys will be constructed in local brick for properties of both brick and render construction. Chimney stacks will be largely of a simple design with some detailing around the top and will include chimney pots.



Character Area – The Village

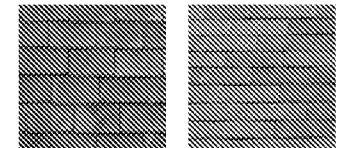
Walls

Brickwork
Rendered
Brick and flint



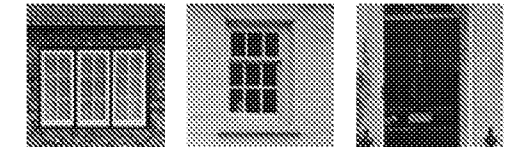
Roofs

Clay tile
Natural slate



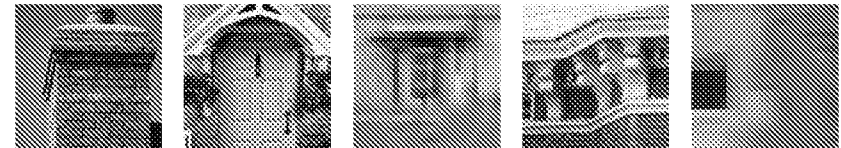
Fenestration

Mixture of sash and casement timber windows
Painted timber panelled doors



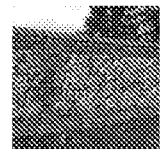
Detailing

Chimneys in brick
Bracketed canopies
Recessed porches
Corbel strings
Stone dressings



Boundaries

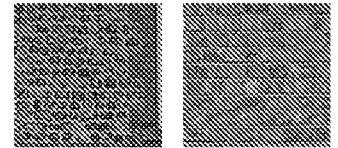
Brick and flint walls



Character Area - Park Land Edge

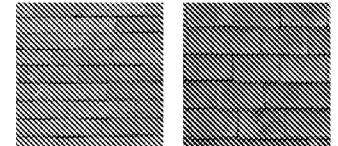
Walls

Brick and flint
Brickwork



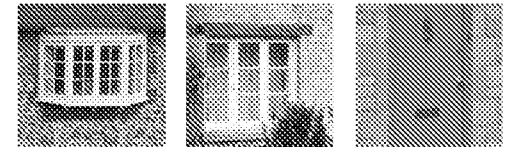
Roofs

Natural slate
Occasional clay tile



Fenestration

Predominantly casement windows
Bay windows
Painted timber solid doors



Detailing

Chimneys in brick
Occasional porches with bracketed canopies
Brick window arches



Boundaries

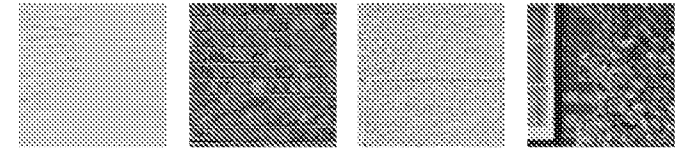
Brick and flint walls
Post and wire fence set within hedgerow



Character Area - GATEWAY AVENUE

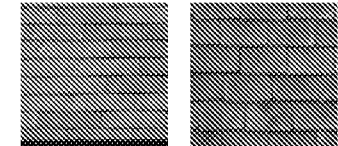
Walls

Painted brick
Brickwork panels
Render
Brick and flint



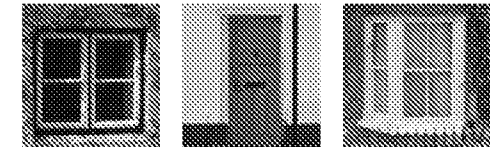
Roofs

Natural slate
Plain clay tile



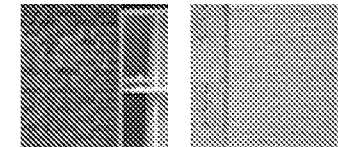
Fenestration

Casements - mix of small pane and modern
Solid doors
Bay windows



Detailing

Brick detailing
Render infill



Boundaries

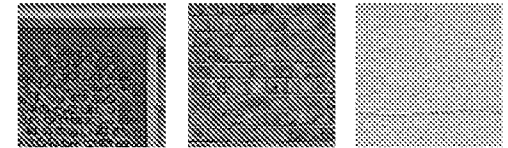
Open frontage
Brick and flint walls
Post and wire fence set within hedgerow



Character Area - WOODLAND EDGE

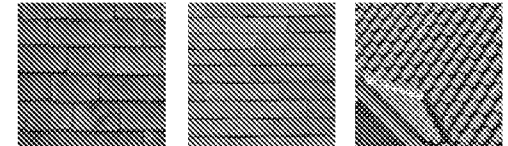
Walls

Brick and flint
Brickwork
Render



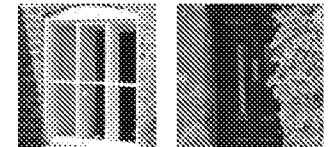
Roofs

Plain clay tile
Natural slate
Occasional pan tiles



Fenestration

Casement windows
Solid doors – small panes



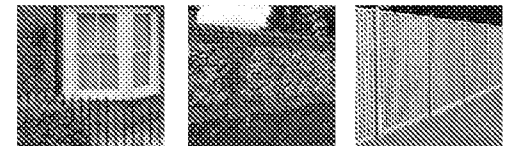
Detailing

Brick detailing, arches and cills
Chimneys in brick



Boundaries

Estate railed frontages
Brick and flint walls
CBF only to private areas



6. ACCESS STRATEGY

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6.3 Traffic Impact	81

6. ACCESS STRATEGY

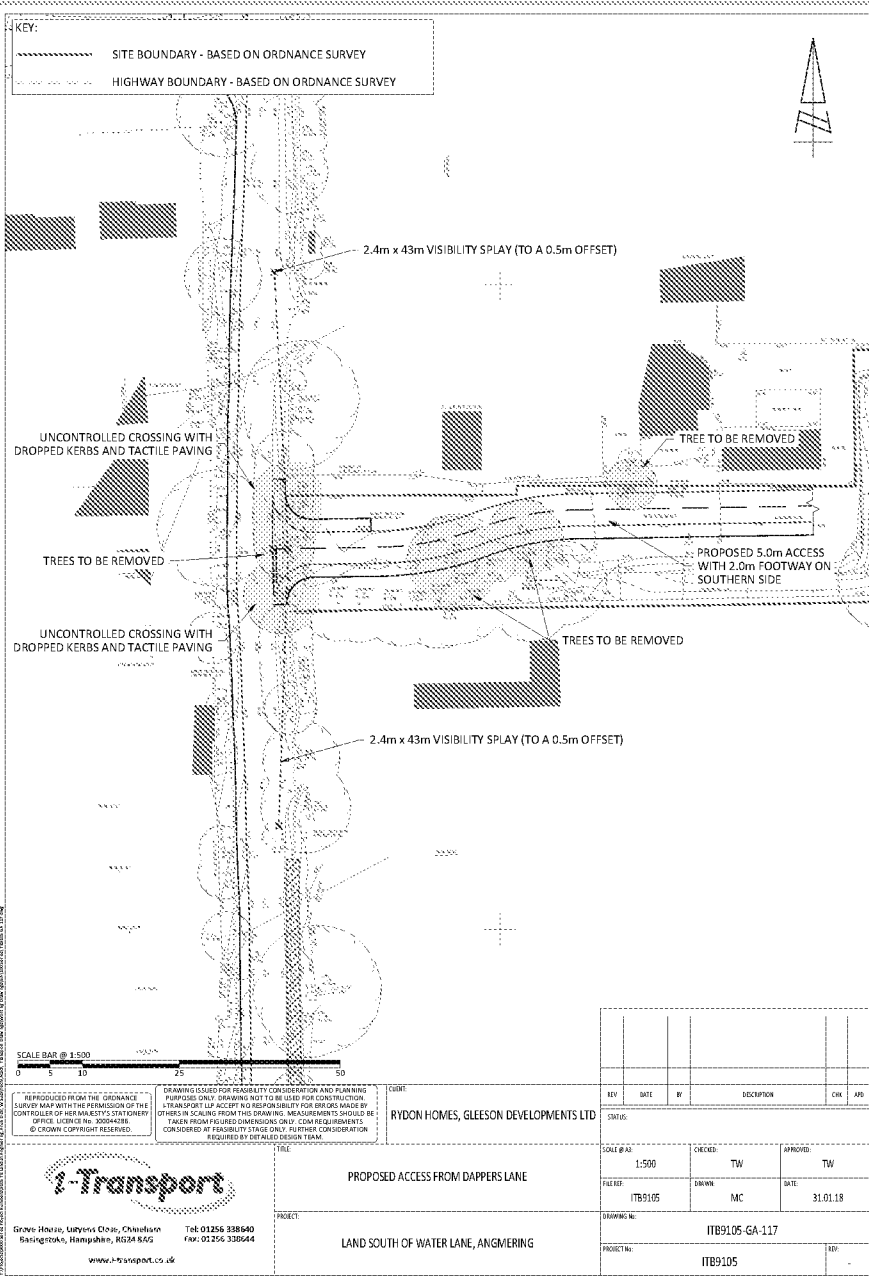
A detailed Transport Assessment has been prepared to consider the transport impacts of the development proposal, accompanied by a Framework Travel Plan which presents a sustainable transport strategy to serve the development.

6.1 SITE ACCESS ARRANGEMENTS

To deliver safe and suitable access, the following access strategy is proposed:

- Vehicular access to Water Lane in the form of a ghost island junction;
- Vehicular access to Dappers Lane in the form of a priority junction (access to 30 dwellings only);
- Pedestrian access is provided at the site access with Water Lane in addition to three locations along Dappers Lane:
 - i) At the site access;
 - ii) North of Oak Tree Farm; and
 - iii) South of Culberry Nurseries.
- Footpath 2149 routes through the site providing a connection from Water Lane to Dappers Lane and will be improved for pedestrian and cycle use; and
- The pedestrian/cycle connection to the south of Culberry Nurseries would also provide access for bus services and act as an emergency access.

The delivery of a ghost-island priority junction to Water Lane will ensure safe vehicular access to the main part of site and is shown to operate comfortably within capacity.



The additional vehicular access point onto Dappers Lane approximately 100m north of the junction with Water Lane will provide access to a discrete development parcel of 30 dwellings and not provide access to the wider site.

The proposed accesses were considered by an Independent Road Safety Audit.

To improve access for pedestrian and cyclists, the development proposes the provision of a new 3m wide footway/ cycleway along Water Lane to connect the site access with Dappers Lane and the Land south of Water Lane Development site, a new footway on the western side of Dappers Lane to connect with Merryfield Crescent, upgrading PROW 2149 through dedicated cycle rights and the delivery of a comprehensive network of footways and routes through the site. The delivery of these improvements will ensure that the site is well connected to local infrastructure and that opportunities for walking and cycling to the site are taken up.

6.2 TRANSPORT SUSTAINABILITY

There is a good range of existing everyday services within Angmering which all are located within a reasonable walking and cycling distance of the site, including retail, education, employment, and leisure facilities, providing opportunities for many journey purposes to be satisfied locally by sustainable modes, particularly walking and cycling. Safe and appropriate walking and cycling routes link the site to local destinations.

Bus service 9 provides an hourly service between Shoreham by Sea and Littlehampton including access to Angmering Rail Station. This service provides good coverage between Monday and Saturday and offers a realistic alternative to travel by the private car. Angmering Rail Station is located to the south west of the village and is within a realistic cycling distance of the site and offers a connection for a longer distance travel.

The Framework Travel Plan identifies opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport to reduce the demand for travel by less sustainable modes and a series

of improvements have been identified as part of the Sustainable Transport Strategy, including:

- Provision of a footway on the western side of Dappers Lane to connect with Merryfield Crescent and Water Lane;
- Provision of a 3m shared Footway/ Cycleway along Water Lane to connect to Dappers Lane;
- Delivery of a comprehensive network of footways and routes within the site to improve pedestrian and cycle permeability;
- Upgrade to PROW 2149 through dedicated cycle rights;
- Delivery of improved informal crossing facilities on the approach to the village centre comprising of dropped kerbs and tactile paving;
- Deliver a bus connection to Dappers Lane to enable the diversion of Stagecoach Service 9 into the site along with two sets of bus stops in the site; and
- Implementation of a package of measures to promote and incentivise public transport options including provision of sustainable travel vouchers.

6.3 TRAFFIC IMPACT

A detailed and robust appraisal of traffic impacts been carried out to assess the future operation of the local highway network when the cumulative effects of growth are considered. This identified that two junctions on the local network are likely to exhibit capacity issues in the future, both 'with' and 'without' the development coming forward, and possible improvement options have been considered and assessed for each junction comprising:

- ❖ **A280 / Water Lane** – Provision of a roundabout junction which would permit a right turn from Water Lane; and
- ❖ **A280 / Titnore Lane / A27 Roundabout** – Improvement to deliver a two-lane entry on the approach arm which would improve the junction operation.

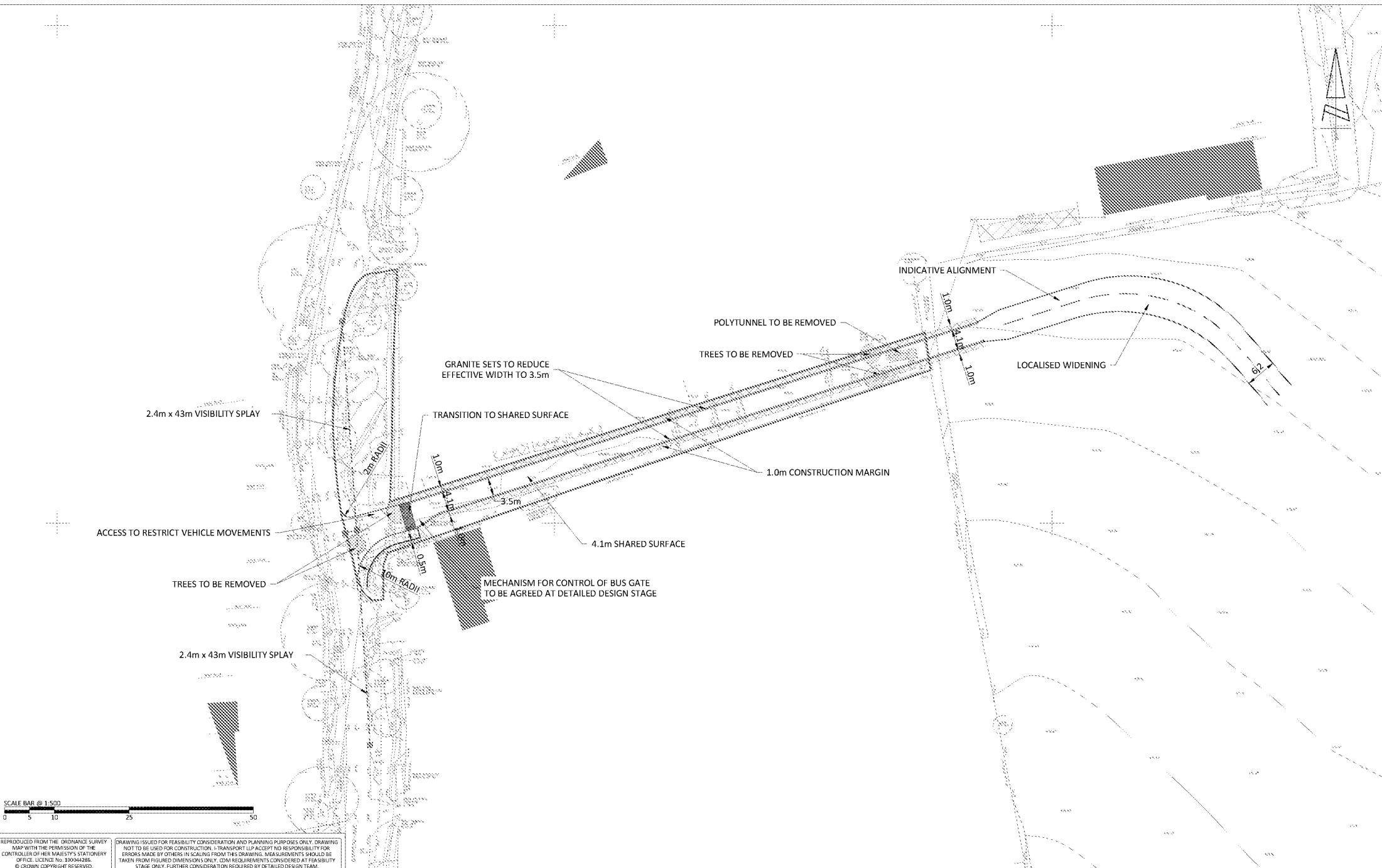
The development proposes to deliver the improvement to the A280/ Water Lane. The delivery of the roundabout would go well beyond simply mitigating the impact of the development and provide substantial wider benefits by re-assigning traffic from local village roads.

The development would also propose to deliver the improvement to the A280/ A27 junction. The assessments demonstrate that these improvements would fully address the impacts of the development, such that there is no 'severe' residual cumulative impact of growth on the local network.

On this basis, it is concluded that:

- ❖ The site is located in an accessible location that is suitable for residential and commercial development. With the package of improvements proposed in support of the development, the site will be well connected to local services and facilities and appropriate infrastructure will be in place to ensure opportunities for travel by sustainable modes is taken up;
- ❖ The site arrangements comply with the relevant design guidance and will deliver safe and suitable access for all people; and
- ❖ Subject to delivery of the mitigation measures identified, the impact of the development on the operation of the wider highway network within Angmering will not be significant and fall considerably short of the "severe" test set by the NPPF.

Overall, the proposal is demonstrated to comply with relevant transport policy, particularly the NPPF, and is shown to be acceptable in transport and highways terms.



		POTENTIAL BUS / CYCLE / PEDESTRIAN ACCESS LINK		SCALE @ A3: 1:500		CHECKED: MC		APPROVED: TW	
Grove House, Lifford Close, Chichester, West Sussex PO19 1RQ Tel: 01256 338640 Fax: 01256 338644 www.i-transport.co.uk		A 07.02.18 MC UPDATES AS PER STAGE 1 RSA COMMENTS TW TW		FILE REF: ITB9105		DRAWN: MC		DATE: 31.01.18	
ARUN DISTRICT COUNCIL		FOR INFORMATION		LAND SOUTH OF WATER LANE, ANGMERING		LAND NORTH OF WATER LANE, ANGMERING DESIGN AND ACCESS STATEMENT (REVISED) 82		PROJECTING: ITB9105	
STATUS:		REV: DATE: BY: DESCRIPTION: CDR: SPD:		PROJECT: LAND NORTH OF WATER LANE, ANGMERING RYDON HOMES / GLEESON DEVELOPMENTS LTD		DRAWING NO: ITB9105		REV: A	

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7. DRAINAGE STRATEGY

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7.3 Flooding.....	85

7. DRAINAGE STRATEGY

7.1 SURFACE WATER DRAINAGE

Based on the ground conditions and site constraints, a soakaway solution for surface water disposal would not be practicable on this site.

A Flood Risk Assessment which was produced by IDOM Merebrook provides details on drift geology over the northern portion of the site close to the A27 and over the southern portion of the site adjacent to Water Lane; Head – comprising Clay, Silt, Sand and Gravel. The Solid Geology of the site includes London Clay Formation – comprising Clay, Silt and Sand.

The proposed surface water drainage strategy is based on information available from site survey plans and Architects building layout. Total area of the site is approximately 32.9 hectares of which approximately 10.74 hectares (including roofed and hard paved areas) will be impermeable areas that require draining away from the site via gravity drain system with the provision of two large attenuation basins with the proposed storage capacities being approximately 4500m³ & 8285m³ (cubic metres) and flow control units.

The South Western Area of development

will have attenuated storage tanks (various sizes) and flow control devices with a total restricted flow to 10.6 litres/seconds.

The proposed roofed and impermeable hardstanding areas will be collected into a piped gravity drainage system and discharge into two separate irregular shaped attenuation storage system as shown on an extract from the Outline Drainage Strategy drawing no. 19495-Nth-301-004. The attenuation storage system will discharge via a flow control device each and gravity drains into the nearby watercourse.

The proposed surface water drainage layout as shown on the Outline Drainage Strategy plan are shown for indicative purposes only. Detailed design will be subject to the outcome of the planning submission and further information such as location of proposed services, rainwater down pipes, roads/hard paved areas gullies and foundations and any other constraints.

7.2 FOUL DRAINAGE

The proposed foul water will discharge off the site via gravity drains into a new connection to the existing Southern Water's foul water sewer reference 2501 as shown for indicative purpose only on the attached plan. The proposed foul water drainage arrangement to be agreed in principle with Southern Water as the Local Water Authority.

Following the planning application approval, the developer or contractor will be required to submit Section 106 agreement application for new sewer connections to Southern Water prior to making any connection to their assets.

7.3 FLOODING

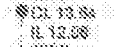
Flood risk at the site has been appraised in accordance with the National Planning Policy Framework, Practical Guidance, Flood and Management Act 2010 and Strategic Flood Risk Assessment by the Local Authority.

The flood risk assessment concludes that:

1. The site is located within Flood Zone 1; that is, the lowest risk of fluvial flooding;
2. The site is suitable for residential development; and,
3. There is a low risk of flooding from all sources.



Legend

-  Indicative site boundary
-  Existing topographic survey information shown in OS27
Reproduced from MK Surveys Drawing ref. 21351
-  Existing surface water sewer inferred from Southern Water sewer records
-  Existing foul water sewer inferred from Southern Water sewer records
-  Proposed outline adaptable surface water drainage
-  Proposed outline adaptable foul water drainage
-  Proposed outline foul water sewer requisition
-  Proposed indicative geo-cellular storage

Catchment Areas

-  Attenuation Basin - A
-  Attenuation Basin - B
-  Attenuation Tanks

8. CONCLUSION

8. CONCLUSION

The proposals constitute sustainable development in accordance with the NPPF.

The landscape led design has been conceived following careful consideration of key features of the site and the local area. The scheme fits within a landscape framework that is to be returned and protected.

Proximity to and views from the South Downs National Park are also recognised and respected. The development should not impact adversely on the special qualities of the National Park.

The development proposes a sustainable extension to the village of Angmering, and will result in a well-connected and accessible development.

The proposal can be accommodated on site whilst respecting the setting and responding to local distinctiveness.

Key Benefits

- A landscape-led development that would help to meet an identified housing need on a site adjacent to an established community.
- Provision of much needed affordable new homes for local people.
- An attractive form of development that complements the character and appearance of the surrounding area and is integrated into the landscape.
- A sustainably located scheme which will include footpath and cycle connections to the local area, and is conveniently located to nearby shops, schools, services and facilities.
- A net gain in ecology.
- Significant new areas of accessible public open space.
- New recreational facilities and footpath networks.
- A new employment area in semi-parkland setting close to main road junction.
- A positive knock-on effect to the local economy and community through increased population to support local shops, services and facilities.



9. APPENDICES

9.1 Delivery Infrastructure Costs	93
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9. APPENDICES

9.1 INFRASTRUCTURE DELIVERY COSTS

Infrastructure Delivery Costs associated with Land north of Water Lane, Angmering

This section of the masterplan provides information on the discussions relevant to the infrastructure delivery for Land north of Water Lane, Angmering. A number of discussions have taken place both pre-application and post submission of the planning application. These discussions, while still ongoing, are summarised below and detailed in table below. The exact figures associated with each infrastructure will be confirmed at the time the S106 is signed.

Education

Policy H SP2c of the adopted Local Plan sets out that primary school provision shall be provided either on site or by making a contribution towards new facilities or the improvement or expansion of the relevant existing facilities.

During pre-application discussions with Arun District Council (ADC) and Angmering Parish Council (APC) the Applicant was made aware of a preference for a new primary school to be located to the south of Angmering. The Applicant has worked closely with WSCC as education authority to find a suitable location for a primary school towards the south of Angmering.

The land required for the primary school is currently owned by APC. It was however confirmed in April 2018 by APC that Mayflower Park Open Space could be used for the provision of a primary school subject to re-provision of the existing recreational facilities (BMX track, exercise equipment and skate park). An Inception Study was carried out by ECE for the applicants to assess the feasibility of providing a new primary school in this location, and submitted to APC/ADC/ WSCC in April 2018. In May 2018 confirmation was received from WSCC that the Angmering Feasibility study was sufficient to confirm that a BB103 compliant school can be built in this location.

The financial contribution required for the new primary school based on 525 dwellings is: **£2,650,200**.

In addition a financial contribution has been agreed for early years provision: **£748,125** and **£2,307,900** for secondary school provision along with a formula based approach for further education.

Library

Policy H SP2c of the adopted Local Plan states that development proposals provide library access to meet identified local need either on site, or by making a contribution towards new facilities or the improvement or expansion of the relevant existing facilities.

From discussions with APC and the Angmering Advisory Committee it has been agreed that a financial contribution should be provided towards improvements at the existing library in Angmering. Currently

the applicant is waiting for WSCC to review the number of other contributions that may have been taken for library improvements (to consider whether pooling restrictions apply) and for WSCC to then confirm an appropriate scheme for the financial contribution. While this amount is currently under review against the CIL regulations the suggested amount from WSCC is **£98,437.50**.

Highways

As detailed in table x discussions with WSCC have been ongoing throughout both the pre-application stage and post application stage. Proposed improvements include:

- A280/Water Lane roundabout
- A27/ A280 /Titmore Lane
- Dappers Lane Footway Works
- NMU Dropped Kerb crossing
- Travel Plan

The overall cost of these improvements is **£1,861,866**.

NHS CCG

Policy H SP2c of the adopted Local Plan states that development proposals should extend the existing local village facilities in the locality. A financial contribution has been requested from NHS CCG for the expansion of existing facilities in the Angmering locality or provision of a new community hub. The amount sought is **£575,184**.

Sussex Police

A financial contribution has been requested by Sussex Police for future purchase of infrastructure having regard to the demands of an increased population generated by the development. The amount sought is **£95,534.76**.

Fire and Rescue Services

A financial contribution has been requested for the redevelopment of Littlehampton Fire Station. The contribution is formula based and set out in table x. The Council are currently reviewing whether this amount is CIL compliant.

Leisure/ Recreation

A contribution has been sought towards recreation improvements in the locality including Sports Hall, Swimming pools and 3G pitches. The overall amount for these three contributions is **£524,354**.

A financial contribution will also be provided for off-site formal sports pitches to be provided at Palmer Road. The Sport England calculator indicates this will be **£143,717**.

Affordable Housing

In addition to these specific infrastructure contributions, the applicant is also proposing to provide for **158** new affordable homes.

North of Water Lane - Infrastructure Delivery Plan

Infrastructure Project	Drawing / Source Reference	Approximate Total Cost	Comments
Highways			
A280/ Water Lane roundabout	i-Transport	£1,402,565	Total + optimum bias of 44%
A27/ A280/ Titmore Lane	i-Transport	£141,236	Total + optimum bias of 44%
Dappers Lane Footway Works	i-Transport	£108,152	Total + optimum bias of 44%
NMU Dropped Kerb Crossings	i-Transport	£18,850	Total + optimum bias of 44%
Travel Plan - Phase 2 (excl works)	i-Transport	£191,063	Total + optimum bias of 44%
Total		£1,861,866	
NHS CCG			
Expansion of existing facilities or new community hub or new / expand existing site	NHS CCG consultee comment	£575,184	
Total		£575,184	
Sussex Police			
Future purchase of infrastructure to serve the proposed development	Sussex Police consultee comment	£95,534.76	
Total		£95,534.76	
Infrastructure			
School Infrastructure Contribution			
Early years and primary financial contribution			
New early years facility serving Angmering, based on 525 dwellings	WSCC Local Development Division S106 consultation response	£748,125	The financial contribution sought by the County Council is based on: the housing allocation at Angmering North and Angmering South and East providing a 1FE primary school. The early years provision will also be provided on site.
New primary school serving Angmering, based on 525 dwellings	WSCC Local Development Division S106 consultation response	£2,650,200	
Secondary Financial Contribution			
Phase 1 of the new secondary school serving Arun / or towards the expansion of The Angmering School	WSCC Local Development Division S106 consultation response	£2,307,900	Towards phase 1 of the new secondary school serving Arun or towards expansion at the Angmering School should the new school not progress.
Further secondary Financial Contribution	WSCC Local Development Division S106 consultation response	Formula: DfE Figure x ACP = School Infrastructure Contribution	
Total		£5,706,225	

Library			
New Tier 7 facility for Angmering	WSCC Local Development Division S106 consultation response	£98,437.50	As no community building is required at Angmering North this contribution will be towards the existing facility in Angmering.
Total		£98,437.50	
Fire and Rescue Services			
The redevelopment of Littlehampton Fire Station	WSCC Local Development Division S106 consultation response	Formula: $Y \times (Z / M)$ = Fire and Rescue Infrastructure Contribution where: Y = The estimated adjusted increase in population generated by the development Z = the estimated costs of providing additional Fire and Rescue Infrastructure in the Southern Service Division of West Sussex at the time of payment M = the projected population of the Fire and Rescue Service Southern Service Division of West Sussex	Contribution is to be spent on the redevelopment of Littlehampton Fire Station.
Total		Formula	

Affordable Housing			
Bases on 525 dwellings, 158 would need to be affordable	Housing Strategy and enabling manager consultee comment	158 affordable dwellings based on a scheme of 525 dwellings.	
Total		158 affordable dwellings	
Leisure / Recreation			
Sports Hall	Leisure /recreation consultee comment	£235,777	
Swimming pools	Leisure /recreation consultee comment	£253,882	
3G pitches	Leisure /recreation consultee comment	£34,695	
Off site formal sports pitches		£143,717	
Total		£668,071	

DESIGN AND ACCESS STATEMENT

(REVISED)

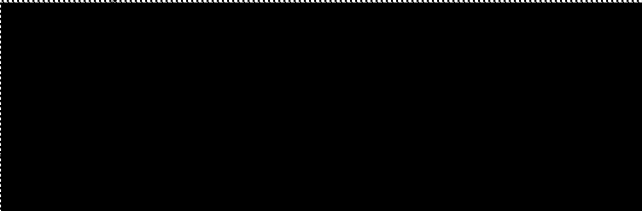
OCTOBER 2018

LAND NORTH OF WATER LANE, ANGMERING

PROJECT NO. 2479

PRO VISION

Grosvenor Court, Ampfield Hill, Ampfield
Romsey, Hants SO519BD



PRO VISION