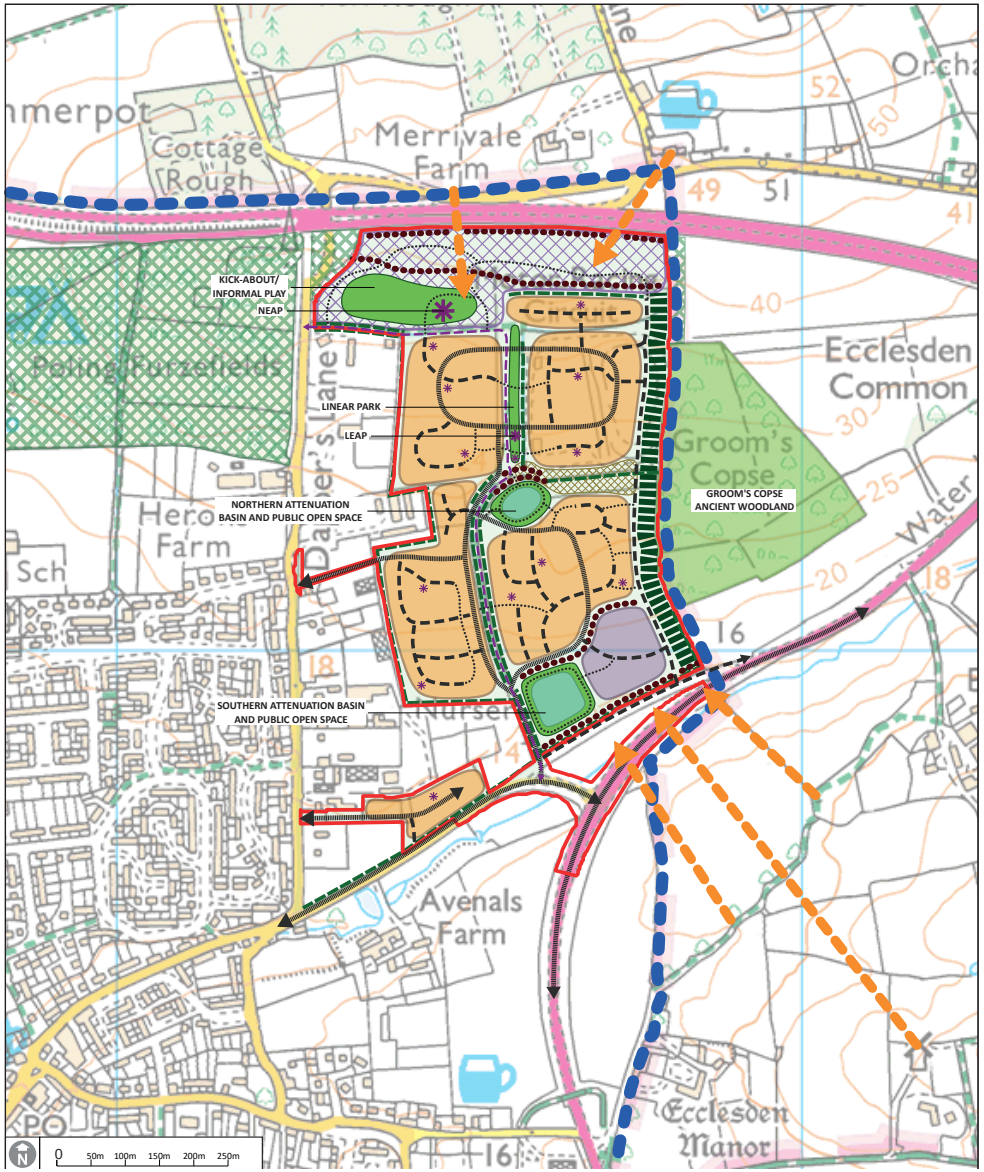

KEY

- APPLICATION SITE
- SOUTH DOWNS NATIONAL PARK BOUNDARY
- HOUSING DEVELOPMENT AREAS
- EMPLOYMENT DEVELOPMENT AREAS
- NO BUILD ZONE ON HIGHER GROUND - POTENTIAL FOR NEW PLANTING
- ANCIENT WOODLAND
- EXISTING HEDGE TO BE RETAINED
- MINIMUM 15M LANDSCAPE BUFFER ALONG ANCIENT WOODLAND
- PROPOSED PUBLIC OPEN SPACE
- ECOLOGICAL ENHANCEMENT ZONE (EXISTING PLANTING TO BE RETAINED AND ENHANCED
- PROPOSED PLANTING TO SCREEN VIEWS FROM THE NATIONAL PARK
- PUBLIC RIGHT OF WAY
- PROPOSED ACCESS ROADS
- PROPOSED SECONDARY ROADS AND CYCLE ROUTES
- PROPOSED PEDESTRIAN ROUTES
- PROPOSED LOCATIONS OF PLAY AREAS
- PROPOSED ATTENUATION AREAS
- SENSITIVE VIEWPOINTS

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3.1 GREEN INFRASTRUCTURE

A significant network of green infrastructure (GI) serving as multifunctional green space is proposed and provides opportunities for a variety of activities and functions including play, informal recreation and visual amenity.

The GI aims to retain existing trees, hedgerow and vegetation where possible and enhance these in order to reinforce existing green connections. It is also proposed to provide new green connections through proposed screen planting, avenues and tree lined streets.

A minimum 15m wide landscape belt along the eastern boundary, adjacent to Groom's Copse Ancient Woodland, would enhance and protect the woodland edge. This would also create ecological connections into the Ancient Woodland and through the site.

Areas of ecological enhancement would be included within the development where existing areas of scrub, grassland and dense shrub and tree planting are located in the central part of the site.

The proposed GI also comprises areas for surface water attenuation within the development. The basin to the south would be screened along the southern edge by planting, hedgerows and trees, along the northern edge tree planting would provide screening from outside the site while enabling open views within the development. The northern basin would also allow open views within the development. The surface water attenuation the basins provide would be occasional, in drier weather the basins would provide large areas of amenity space that could be used by the public.

Existing Hedgerow

Existing Trees

Proposed Screen Fieldhedge and Screen Planting

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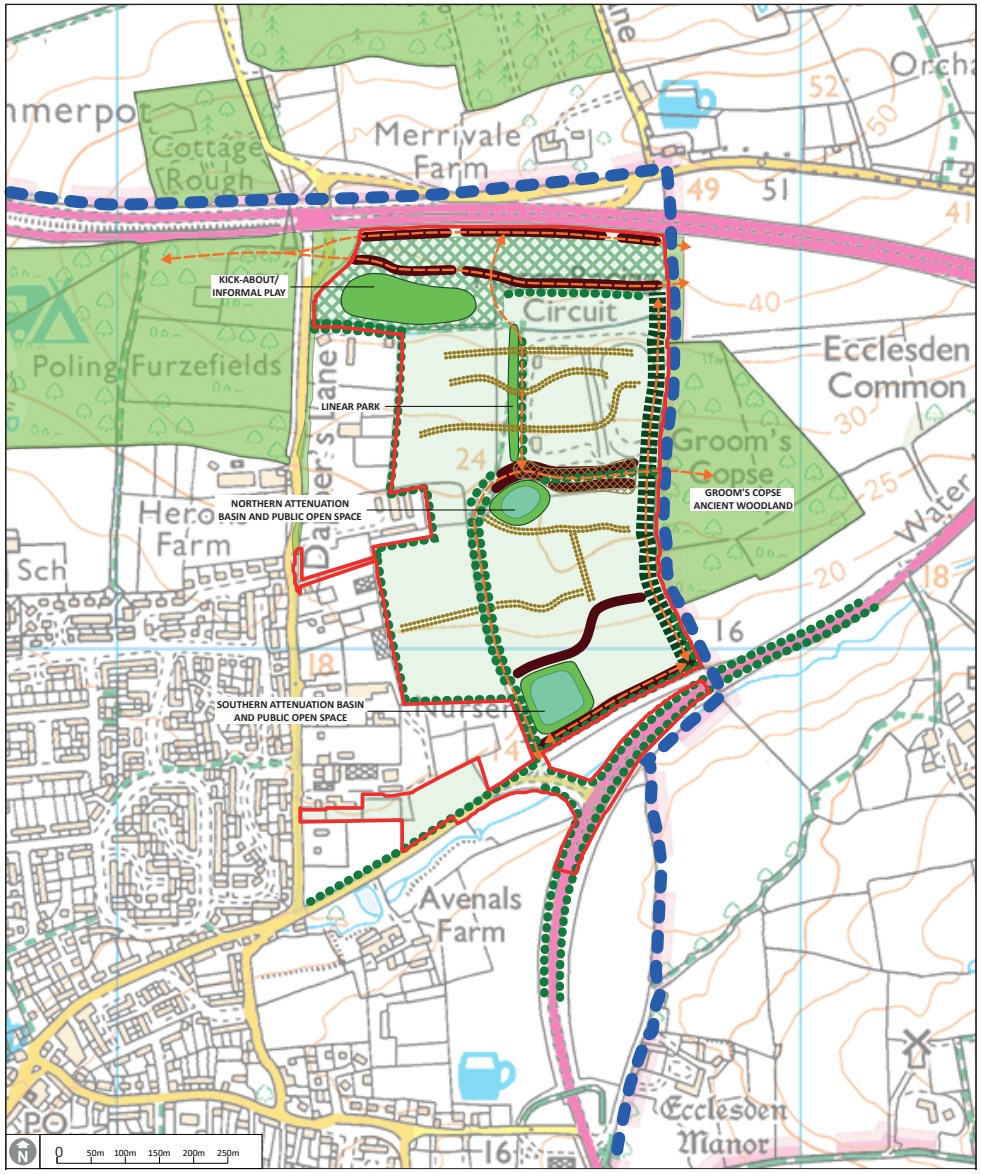

KEY

- APPLICATION SITE
- SOUTH DOWNS NATIONAL PARK BOUNDARY
- ENHANCED GREEN CORRIDORS FOR INCREASED BIODIVERSITY
- EXISTING VEGETATION TO BE RETAINED
- MINIMUM 15M LANDSCAPE BUFFER ALONG ANCIENT WOODLAND
- EXISTING HEDGE TO BE RETAINED WHERE POSSIBLE
- PROPOSED TREE LINED STREETS
  SITUATED TO BREAK UP THE SKYLINE
  - VERGES TO BE MINIMUM 4M WIDE WITH 2M FOOTPATH TO ACCOMODATE LARGE TREES
- PROPOSED PLANTING TO SCREEN VIEWS FROM THE NATIONAL PARK
- PROPOSED FORMAL OPEN SPACES - PARKS AND SPORTS AREAS
- PROPOSED INFORMAL OPEN SPACES - NATUARL AREAS
- ECOLOGICAL ENHANCEMENT ZONE (EXISTING PLANTING TO BE RETAINED AND ENHANCED
- PROPOSED ATTENUATION AREAS

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STREET TREES AND TREES IN OPEN SPACES – INDICATIVE SPECIES

Betula pendula

Acer campestre 'Elsrijk'

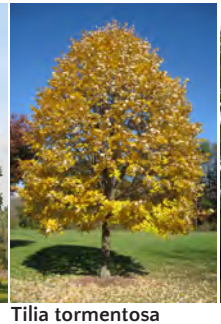
Carpinus betulus

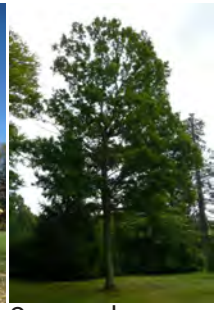
Fagus sylvatica

Liquidambar styraciflua

Prunus avium

Tilia cordata


Tilia tormentosa


Quercus robur

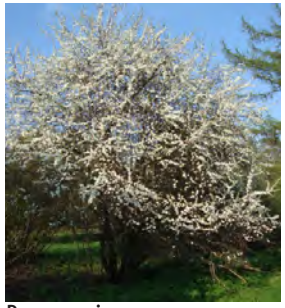
LANDSCAPE BELT AND FIELDHEDGE – INDICATIVE SPECIES

Corylus avallena

Euonymus alatus

Ilex aquifolium

Lonicera periclymenum


Prunus spinosa

Rosa canina

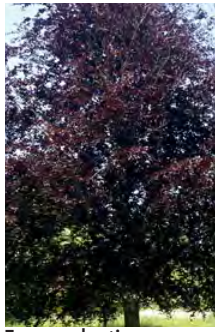
Acer campestre

Carpinus betulus

Castanea Sativa

Crataegus monogyna

Fagus sylvatica


Fagus sylvatica 'Autropurpea'

Quercus robur

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3.2 LANDSCAPE MITIGATION MEASURES

A range of mitigation measures are proposed to minimise any adverse effects caused by the proposed development.

- Existing hedgerows and vegetation to be retained and enhanced where possible.
- A landscape belt of a minimum 15m wide is proposed between the development and the Groom's Copse Ancient Woodland.
- Vegetation to the south of the Oval Race Track would be enhanced to provide ecologically important habitat areas.
- Higher ground to the north of the existing Oval Race Club and public footpath 2149 is proposed as a no-build zone, this area would be free from residential and employment development and would provide informal open space and recreational areas whilst separating the development and the A27.
- Development parcels north of the central and western ecological area should be low density housing while dwellings in the most northern part of development area should be no more than 1.5 storey dwellings.
- Two storey, type B1 and B2, employment development is recommended, avoiding B8 warehouse and shed type buildings as these would be particularly visible and not in-keeping with the building types currently in the area.
- Areas of open space would break up the development within the site.
- Wide avenues and tree lined streets within the development would break up the housing parcels and employment areas. These would require a 4m wide verge, additional to the width of the road, in order to accommodate trees large enough to produce the required effect.
- Proposed structural planting along southern edges of both residential and employment areas would screen the development from the south. Screen planting would need to be a minimum of 6m wide and should include a mixture of native shrub and tree species.
- Attenuation ponds would provide opportunities for public amenity space as well as flood management.
- Planting around the main access would minimise noise and lighting effect of the proposed round-about.
- The tree subject of a TPO is to be retained and protected.
- A consistent palette of street trees and hedgerows and the sympathetic use of locally appropriate building materials and colours would be used to help soften the appearance of the development and provide a high-quality environment for residents and help to minimise visual intrusion.

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SUDS Feature

A 15m Landscape belt Alongside groom's
Copse Ancient WOODLAND

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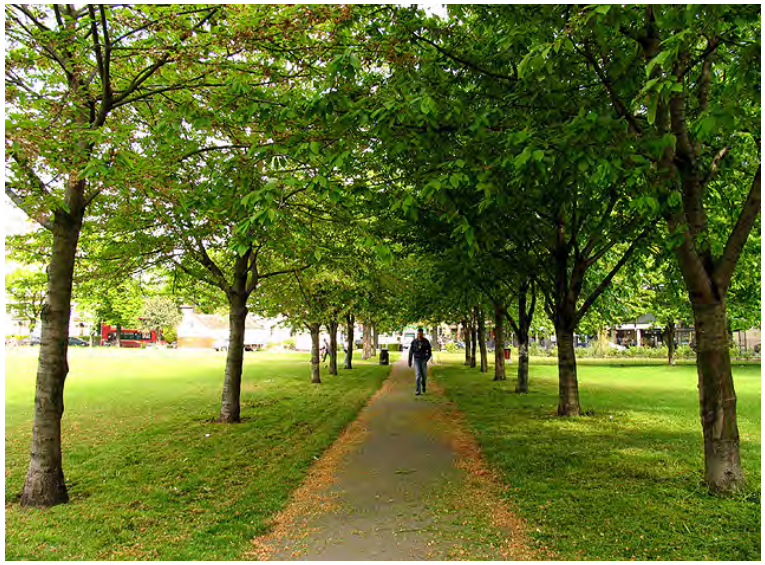
Proposed Open Spaces



Proposed Screen Fieldhedge and Screen Planting

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4. VISION AND DESIGN

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4.2 Design Framework 35

4.2.1 Access and Movement 36

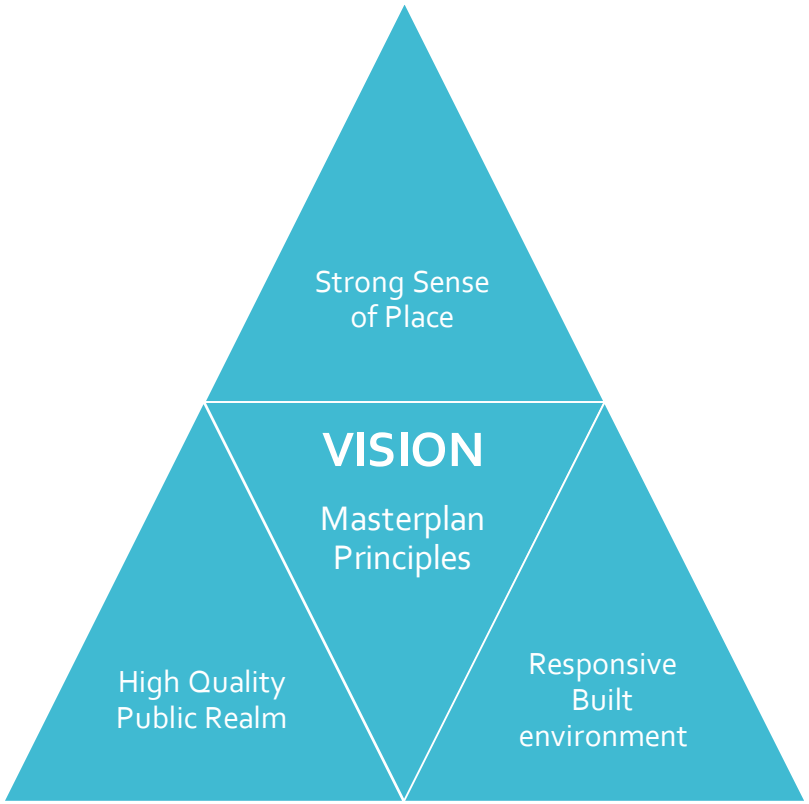
4.2.2 Street Hierarchy 37

4. VISION AND DESIGN

4.1 VISION AND MASTERPLAN PRINCIPLES

The overall aim is to deliver a high quality and sustainable development, well connected to the existing settlement with public spaces and transport links. The previous studies have informed the masterplan principles which are set to inform the design conceptual diagrams.

- **Create a strong Sense of Place and an attractive Landscape-Led setting with ecological enhancements.**
- **Deliver new Public Realm with useable, readable and accessible open space**
- **Integrate the Local Character of Angmering and its Conservation Area.**



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Create a strong Sense of Place and an attractive Landscape-Led setting with ecological enhancements.

This is to be achieved by:

- Taking advantage of the ancient woodland and ensuring that it takes precedence in place making. Establishing a distinctive edge to the development by providing a pedestrian and cycle footpath and offering access and views to the east from within the development.
- Utilising the ecological enhancement zone 'Green Lung' positioned at the centre of the site to create a strong identity for the development. This area is visually exposed at the centre and will be framed by trees with building frontages from behind.
- Retaining the north-south treeline to accentuate the sense of arrival and create a gateway into the site.
- Extending the north-south treeline to reach the large open space and creating a linear park at the centre of the site linking both the northern and southern ends of the site.
- Create a gateway with integrated landscape to strengthen the sense of arrival

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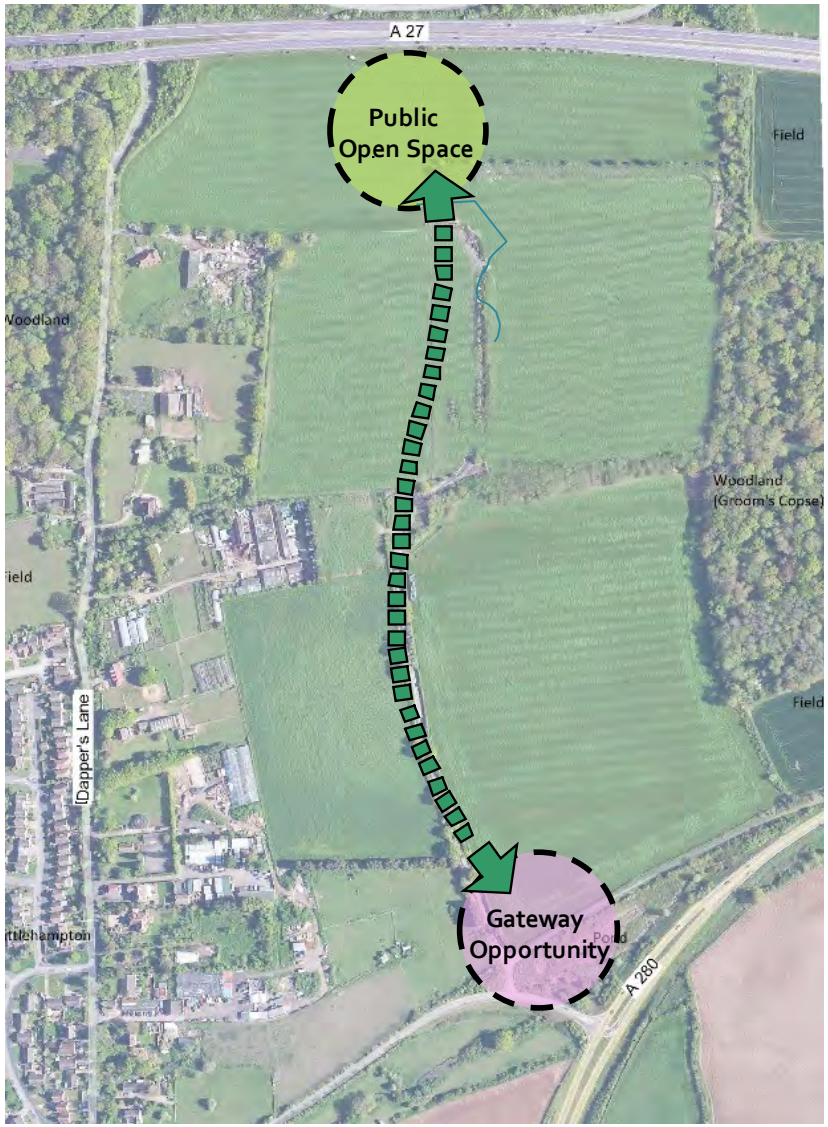
Deliver new Public Realm with useable, readable and accessible open space

This is to be achieved by:

- Ensuring that the public realm is well connected to existing open spaces, safe and accessible for all.
- Creating a gateway at the southern attenuation basin with integrated landscape. This area could be designed with an appropriate landscape strategy to create and enhance the gateway by utilising the existing landscape features.
- Creating a green northern edge to provide POS for existing and new residents by providing useable green space for informal play and a Neighbourhood Equipped Area of Play (NEAP).
- Creating a north-south Linear Park with accessible open space at the centre of the site to enhance the sense of arrival. Stretching from the gateway to the northern open space, the linear park offers the opportunity to create safe and accessible green areas throughout the central tree-lined spine.



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Integrate the Local Character of Angmering and its Conservation Area.

This is to be achieved by:

- Responding to the best examples of the local vernacular to create a distinctive environment. 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.
- Taking reference from good design examples within the vicinity of the site to include the High Street.
- Avoiding pastiche and embracing modern interpretations of the local character and respecting the village aesthetic of Angmering using established materials textures and colours. The detailed design will demonstrate that the Local Character is a strong design theme throughout.

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4.2 DESIGN STRATEGY

The Design Strategy is landscape-led and informed by contextual attributes such as, the locations of the access points and how vehicles, pedestrians and cyclists move in and around the site. The Landscape Visual Impact Assessment LVIA indicates the area to the north where the site is exposed from distant views and consequently, this space has been used as POS for informal play. The southern edge will require an attenuation basin as it is deemed appropriate for su the site's topography. This feature accentuates the sense of arrival at the gateway. A second attenuation basin at the centre of the site would also be required and would enhance the areas where ecological enhancements are required.

While the landscape-led approach relies on the existing green infrastructure to inform the design framework, the potential connections and movement lines are also sensitively positioned to respect the landscape context and connect the different development areas.

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4.2.1 ACCESS AND MOVEMENT

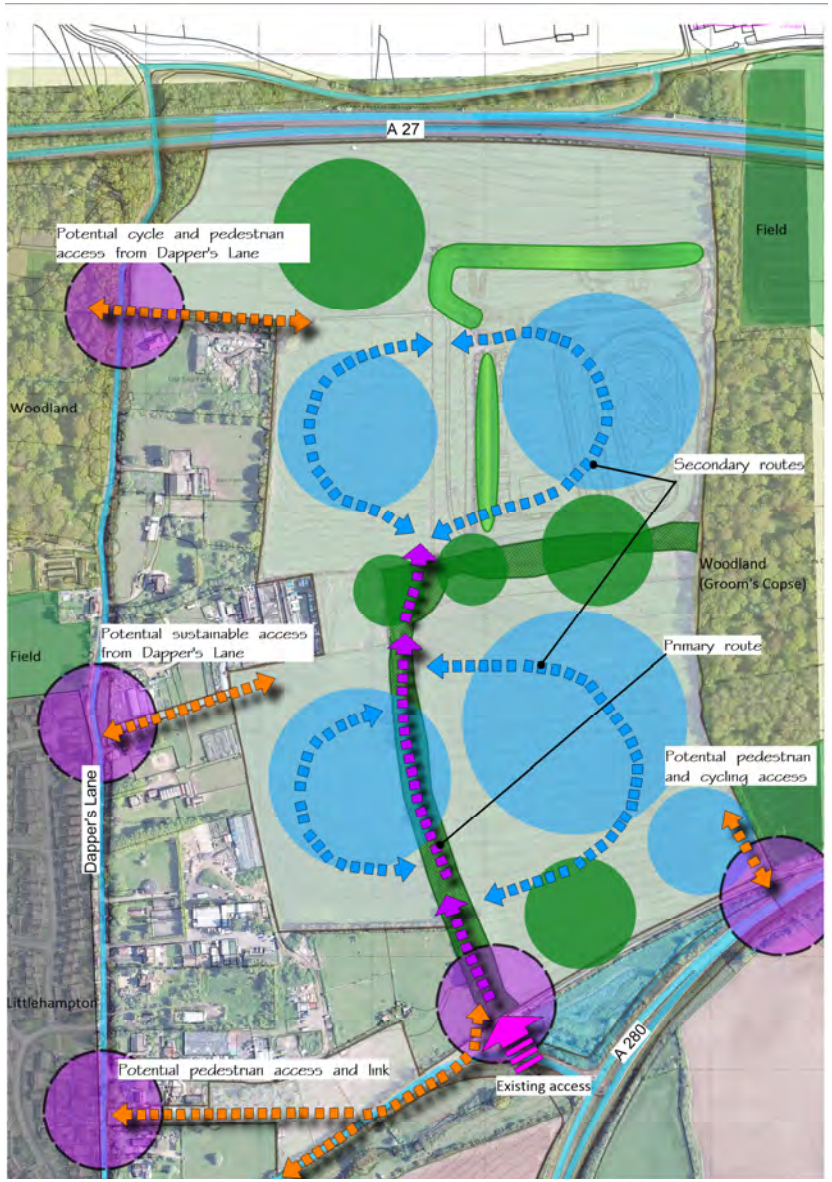
Pedestrian and cycle movement has been carefully considered to utilise the existing network of streets and priority has been given to footpaths and cycleways where possible.

For the larger site, vehicle access is taken from Water lane with a bus link, pedestrian access and cycle route from Dappers Lane. A further potential cycle and pedestrian access is identified to the north west of the larger site from Dappers Lane. This arrangement provides the opportunity to create a north-south axis route at the centre of the site following the existing tree-line. Green areas and cycle paths are positioned along the axis offering incidental views out to the open countryside, particularly from higher lying areas. Another north-south pedestrian and cycle path is located to the east adjacent to the Woodland and connects to the existing cycle and pedestrian route running along the southern boundary of the site.

The smaller parcel to the south west has two access points, one from Dappers Lane and the other from Water Lane.

Summary of objectives:

- Opportunity to create a north-south axis route at the centre of the site following the existing tree-line to create an avenue
- Potential to create Secondary Avenues/Streets connecting potential development areas to Main Avenue
- Main vehicular access point from Water Lane with an opportunity for a seperate bus-link from Dappers lane
- Potential for cycle and pedestiran paths and connections



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4.2.2 STREET HIERARCHY

The strategy is to create a legible hierarchy of avenues and streets responding to their locations and surrounding features. The position and alignment of streets and lanes retain and respond to site features such as hedgerows and trees, wherever possible. This is an important part in supporting the approach to the character areas as explained in the following section. The following briefly describes the streets' main features.

Street Hierarchy

- Primary Avenue
- Secondary Avenue/Street
- Residential Street
- Lane/Homezone
- Private Court/Drive
- Cycle/pedestrian path
- Main Vehicular Access Point
- Secondary Access Point (Bus access)
- Site boundary

- Primary Avenue

  The Primary Avenue provides the main vehicular movement route for all forms of transport into and out of the site. It is characterised as a north-south tree-lined avenue connecting pedestrians, cyclists and vehicles from the Gateway to the centre of the site where the central attenuation basin is located. Vehicle movement along the primary avenue diverts into two tree-lined Secondary Avenues to the east and west while the pedestrian and cycle path continues northwards.

- Secondary Avenue/Street

  Secondary streets are the main routes connecting the residential areas to the Primary Avenue. The Secondary Avenues are tree-lined towards the northern part of the site to respond to their surrounding green features and spaces.

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