

3.0

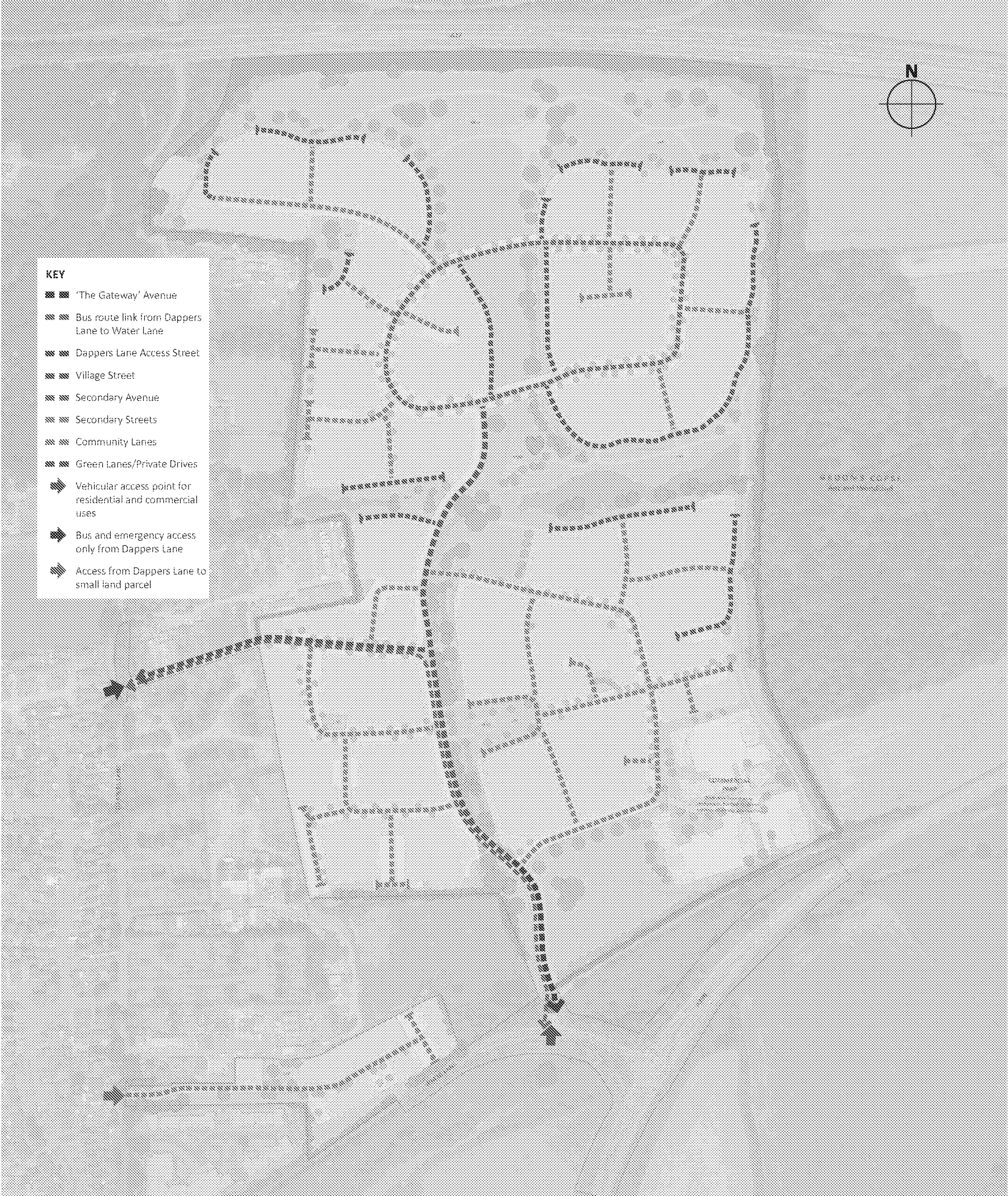
ACCESS, MOVEMENT & PARKING

3.3 Internal Vehicular Movement Network

The strategy is to create a permeable and well-connected place with a legible hierarchy of avenues, streets and lanes responding to their importance within the hierarchy, their locations, and the surrounding features. The position and alignment of streets and lanes retain and respond to site features such as topographical features, hedgerows and trees, wherever possible.

The approach to access and movement is important part in reinforcing the character areas. The following section describes the main features and dimensional criteria for each of the street types.

Vehicular movement network diagram ►



3.0

ACCESS, MOVEMENT & PARKING

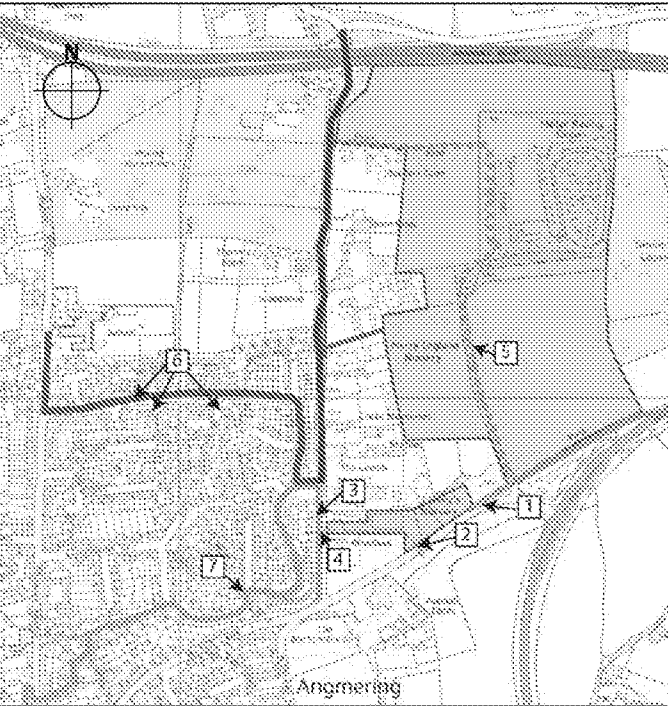
3.4

Pedestrian and Cyclist Connectivity

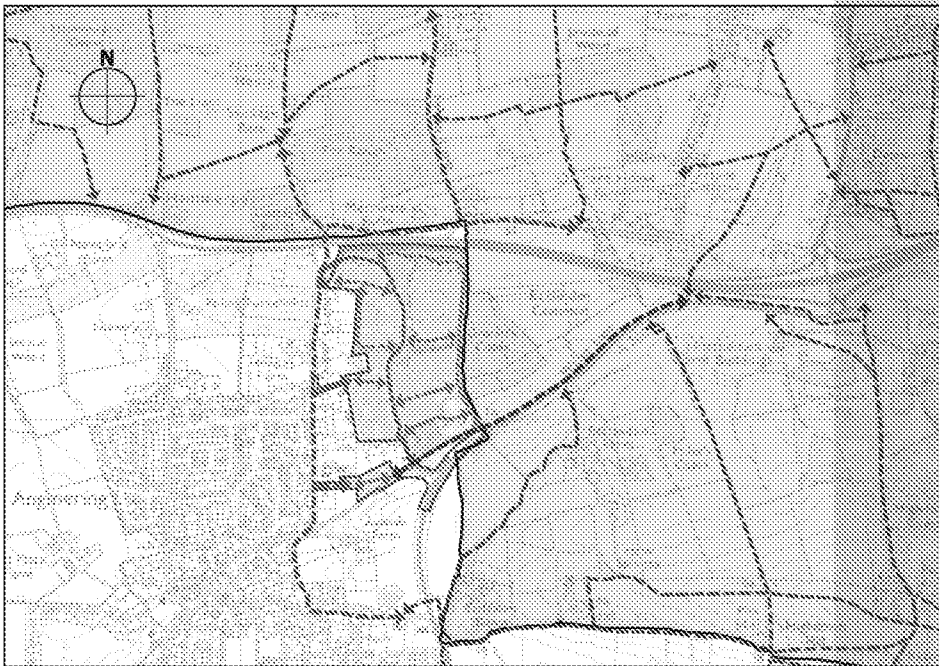
The existing Public Right of Way (PRoW) footpath running north-south through the site will be enhanced to provide a 3 metre wide footpath / cycleway integrated into the layout. At its southern end it will link up with the existing route along the northern side of Water Lane and provision will be made to connect with development on the southern side of Water Lane.

A footpath cycleway will be incorporated along the eastern edge of the site linking to the existing route at its southern end and linking into the footpath network within the open space at the northern end.

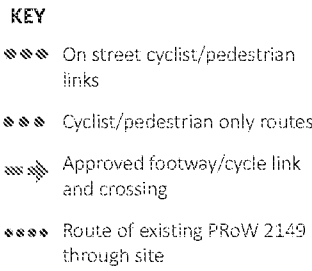
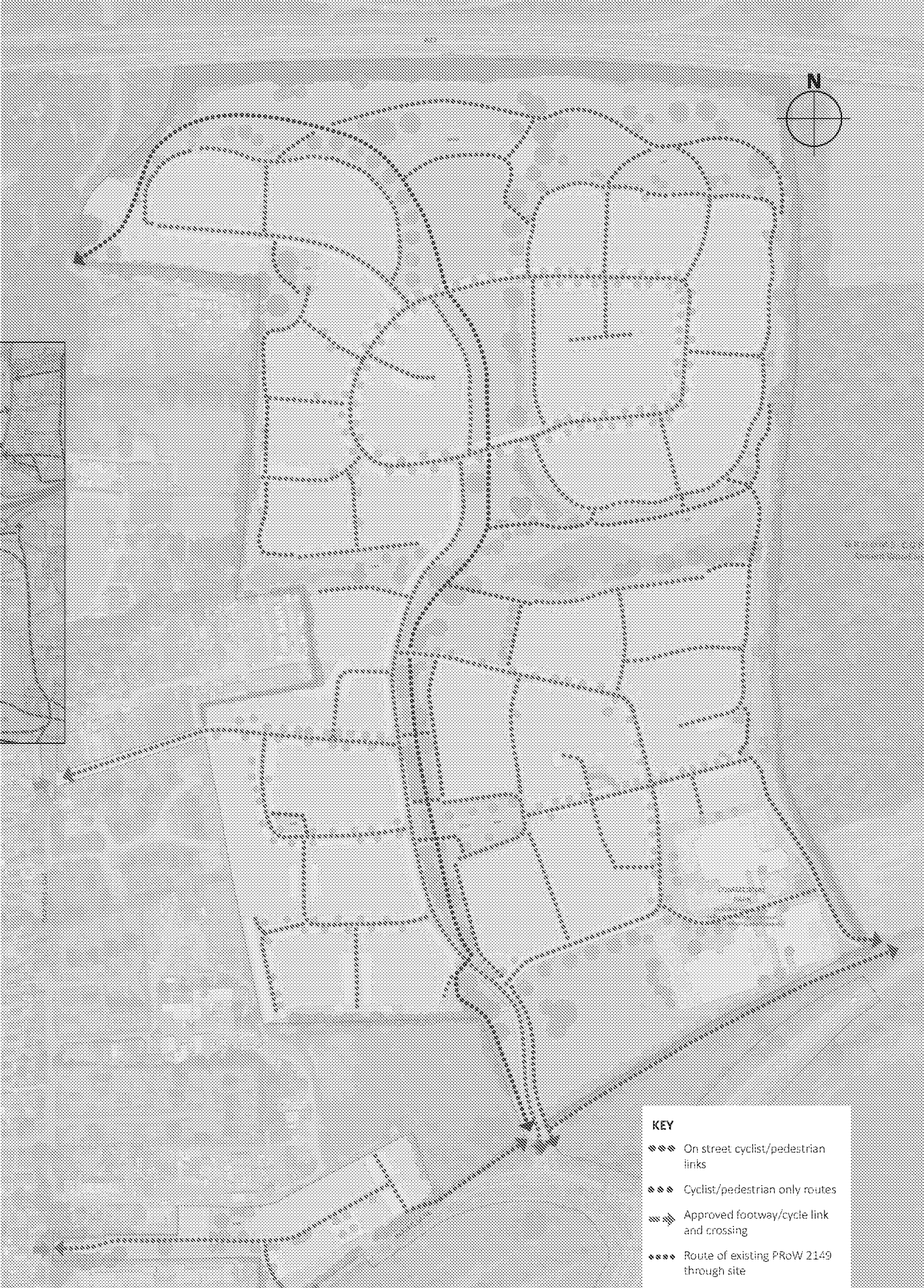
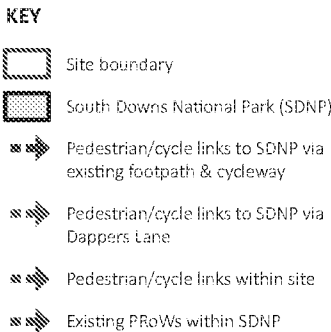
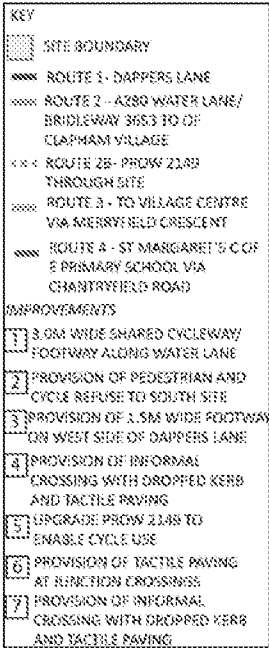
The development will include the provision of a new 3 metre wide footpath/cycleway along Water Lane to connect the new site access with Dappers Lane and the Land South of Water Lane Development site, a new footway on the western side of Dappers Lane to connect with Merryfield Crescent, upgrading of PRoW 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 and from the site are taken up.



Extract of NMU audit improvements plan (iTransport)



Pedestrian & cycle links to the SDNP



Pedestrian & cyclist movement network diagram

3.0 ACCESS, MOVEMENT & PARKING

3.5 Street Types

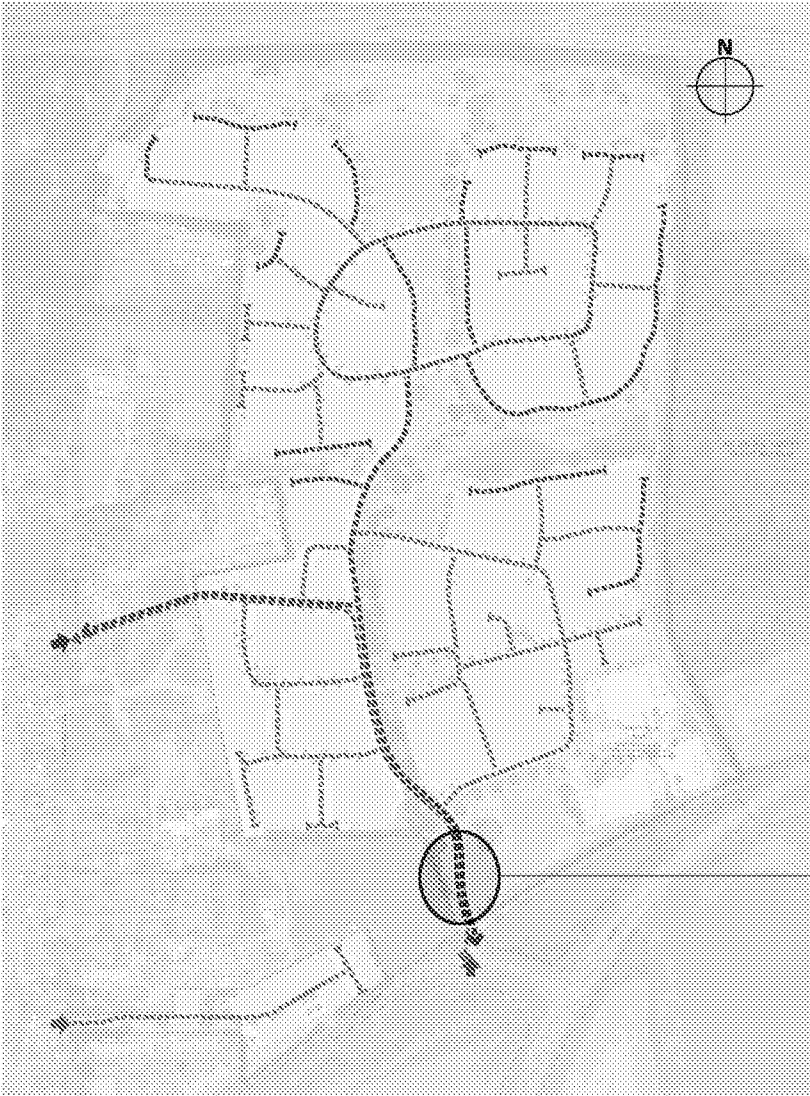
Gateway Avenue

The Gateway Avenue extends from the main access junction with Water Lane to the Gateway space from which the Village Street and Secondary Street connect. It has retained trees along its eastern and western edges.

The carriageway will be 6.5 metres wide with a 2 metre footway on one side and 3 metres overall width shared footpath / cycleway on the other.

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.

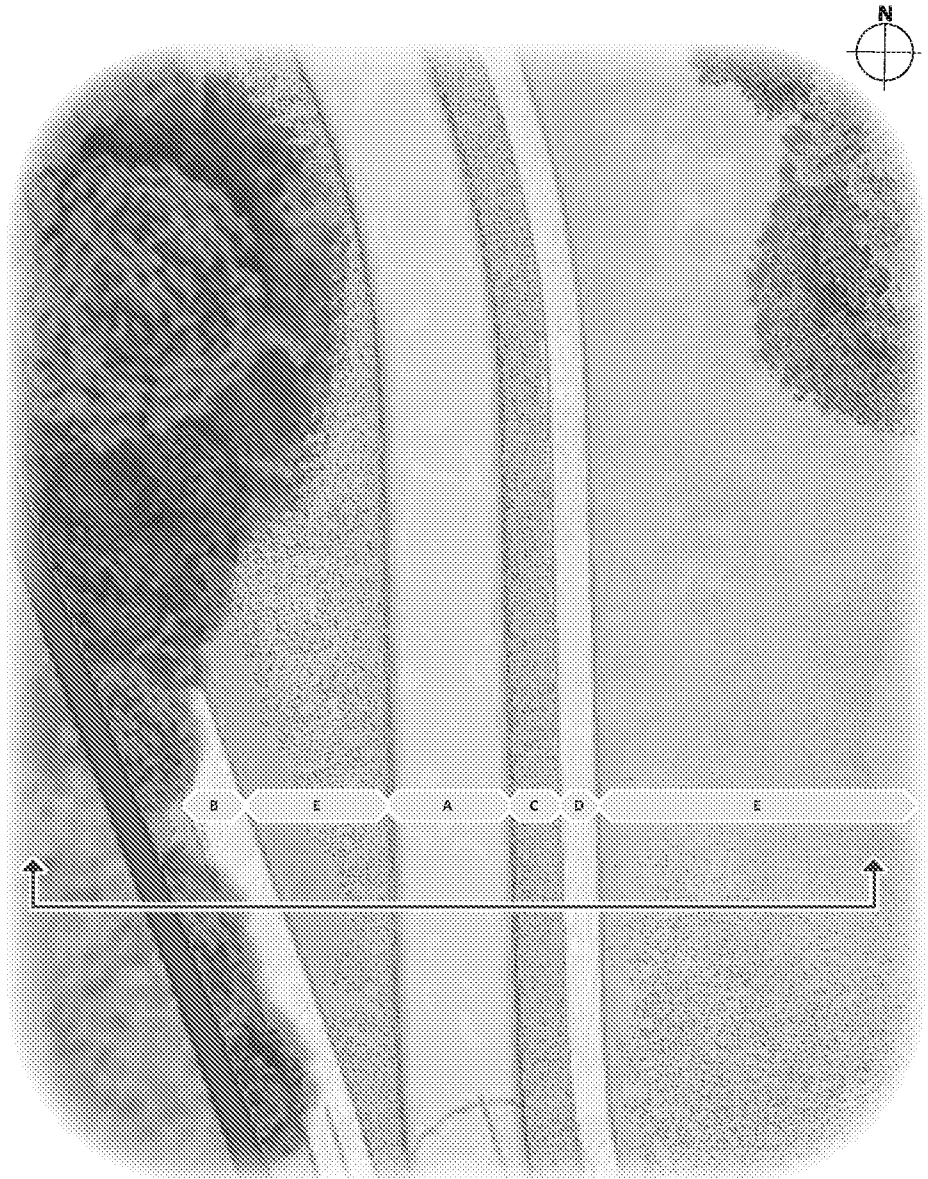
GATEWAY AVENUE	
Carriageway	Minimum width 6.5 metres wide Macadam between junctions
Footways	2.0 metre wide footway on one side, 3.0 metre wide footpath/cycleway on other
Verges	3.0 metres wide on eastern side
Junctions	Brindle block paved panels
Landscaping	Tree planting with green corridor on eastern side
Street lighting	West Sussex approved columns located to provide required illumination levels
Service corridors	2.0 metres wide below footway on each side
Private / public realm	All public realm
Visitor car parking	N/A



Vehicular movement plan highlighting location of detailed plan

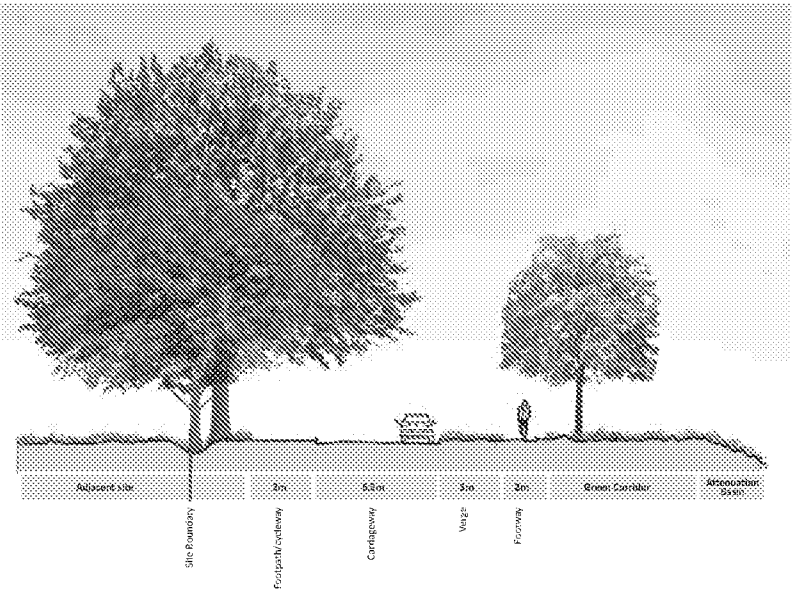
- KEY
- █ 'The Gateway' Avenue
 - █ Bus route link from Dappers Lane to Water Lane
 - █ Dappers Lane Access Street
 - █ Primary Avenue
 - █ Secondary Avenue
 - █ Secondary Streets
 - █ Community Lanes
 - █ Green Lanes/Private Drives
 - ➡ Vehicular access point for residential and commercial uses
 - ➡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

GATEWAY AVENUE	
A	6.5m wide macadam carriageway
B	3.0m wide footway/cycleway
C	3.0m wide grass verge
D	2.0m wide footway
E	Open space and attenuation basin



Detailed street plan

Street Section



Street section - Western edge of proposed footpath / cycleway within extent of existing hard surfacing

3.0 ACCESS, MOVEMENT & PARKING

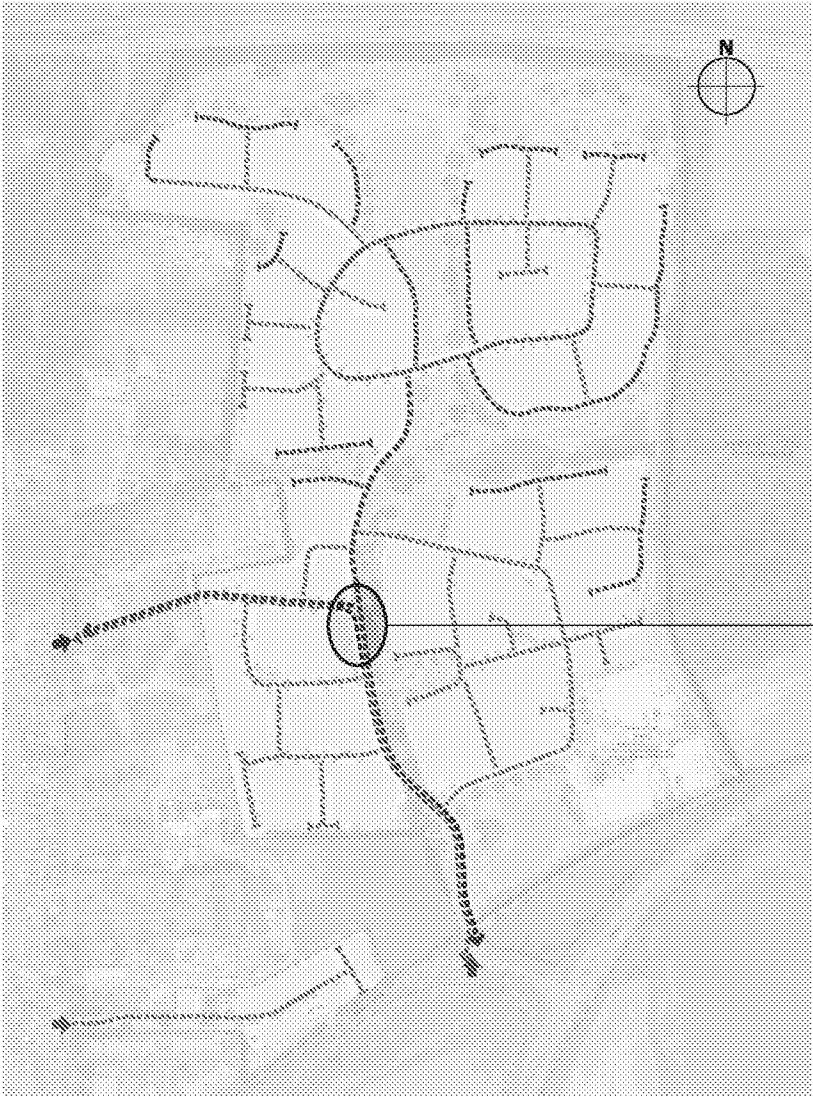
3.5 Street Types

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 Water Lane. It is characterised as a north-south tree-lined avenue connecting pedestrians, cyclists, and vehicles from the Gateway to the centre of the site. Vehicle movement along the Village Street diverts at its northern end into a tree-lined Secondary Avenue loop to the east and west while the pedestrian and cycle path continues northwards and connects to the PRow at the western boundary. The retained existing trees along the eastern side of the Avenue will be supplemented by new tree planting in a verge along the western edge.

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.

VILLAGE STREET	
Carriageway	Minimum width 6.5 metres wide south of Dappers Lane link. Macadam between junctions
Footways	2.0 metre wide footway on western side; 3.0 metre wide footway/cycleway in green corridor on eastern side
Verges	2.0 metres wide on western side
Junctions	Brindle block paved panels
Landscaping	Tree planting within verge
Street lighting	West Sussex approved columns located to provide required illumination levels
Service corridors	2.0 metres wide below footway
Private / public realm	Enclosed gardens to dwelling frontages
Visitor car parking	2.0 x 6.0 metre bays in verge zone. Max. 2 spaces in a row with planting between

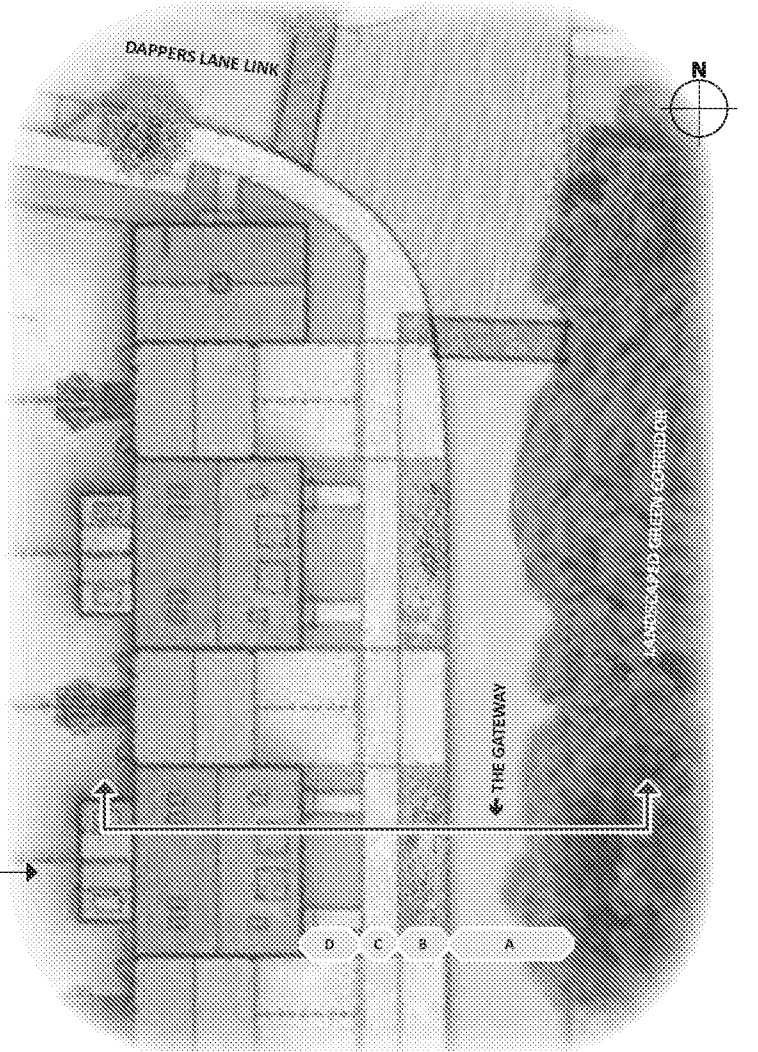


Vehicular movement plan highlighting location of detailed plan

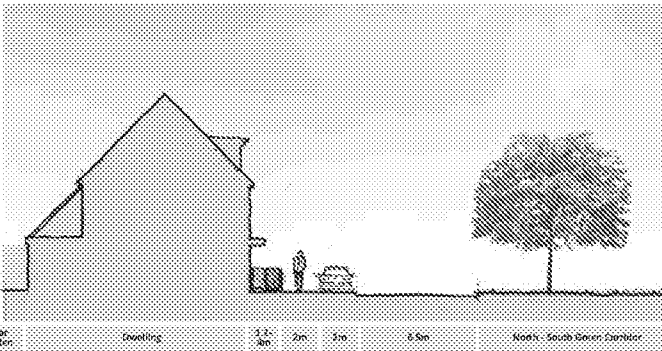
KEY

- 'The Gateway' Avenue
- Bus route link from Dappers Lane to Water Lane
- Dappers Lane Access Street
- Primary Avenue
- Secondary Avenue
- Secondary Streets
- Community Lanes

- Green Lanes/Private Drives
- Vehicular access point for residential and commercial uses
- Bus and emergency access only from Dappers Lane
- Access from Dappers Lane to small land parcel



Detailed street plan



Typical street section

VILLAGE STREET	
A	6.5m wide macadam carriageway (south of Dappers Lane link)
B	2.5m wide landscaped verge/drive crossing/parallel parking zone
C	2.0m wide footway
D	Front garden (min. 1.2m deep)

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

3.0 ACCESS, MOVEMENT & PARKING

3.5 Street Types

Dappers Lane Access Road

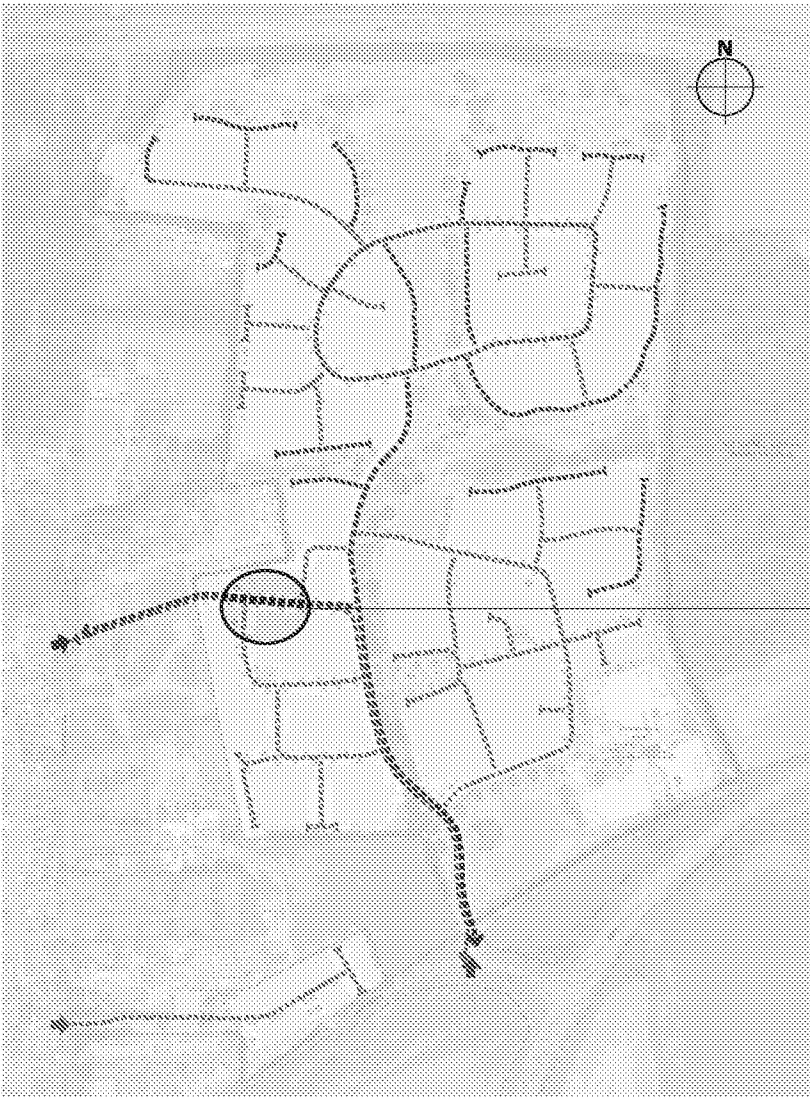
The western end of the access road from Dappers Lane will be for bus and emergency access only. Where this enters the main part of the site through the western boundary it will become a residential street.

The carriageway at the western end where there is bus and emergency vehicle traffic only will be 4.1 metres in width with a 2.0 metre wide footway on its southern side.

On entering the main body of the site, the carriageway will then widen and the residential street which connects to the Village Street will be 6.5 metres wide with a 2 metre wide footway on its northern side and a 2 metre wide tree-lined verge and 2 metre wide footway on its southern side.

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.

DAPPERS LANE ACCESS ROAD	
Carriageway	Minimum width 6.5 metres wide Macadam between junctions
Footways	2.0 metre wide footway on each side
Verges	2.0 metres wide on southern side
Junctions	Brindle block paved panels
Landscaping	Tree planting within verge
Street lighting	West Sussex approved columns located to provide required illumination levels
Service corridors	2.0 metres wide below footway on each side
Private / public realm	Enclosed gardens to dwelling frontages
Visitor car parking	2.0 x 6.0 metre bays in verge zone. Max 2 spaces in a row with planting between



Vehicular movement plan highlighting location of detailed plan

- KEY
- 'The Gateway' Avenue

Bus route link from Dappers Lane to Water Lane

Dappers Lane Access Street

Primary Avenue

Secondary Avenue

Secondary Streets

Community Lanes

Green Lanes/Private Drives

Vehicular access point for residential and commercial uses

Bus and emergency access only from Dappers Lane

Access from Dappers Lane to small land parcel
-
- Bus and emergency vehicle access from Dappers Lane (Transport)
-
- Detailed street plan
- Street Section
-
- Typical street section
- | DAPPERS LANE ACCESS ROAD | |
|--------------------------|---------------------------------------|
| A | 6.5m wide macadam carriageway |
| B | 2.0m wide verge/parallel parking zone |
| C | 2.0m wide footway |
| D | Front garden (min. 1.2m deep) |
- Street tree planting indicative subject to landscape design requirements as set out in Section 7.0 of this document. Foundation depths relative to tree positions will comply with the NHBC 'External Works' Chapter 4.2 'Building Near Trees'.
- 36 ARUN DISTRICT COUNCIL 6/2021/DOO

3.0 ACCESS, MOVEMENT & PARKING

3.5 Street Types

Secondary Avenue

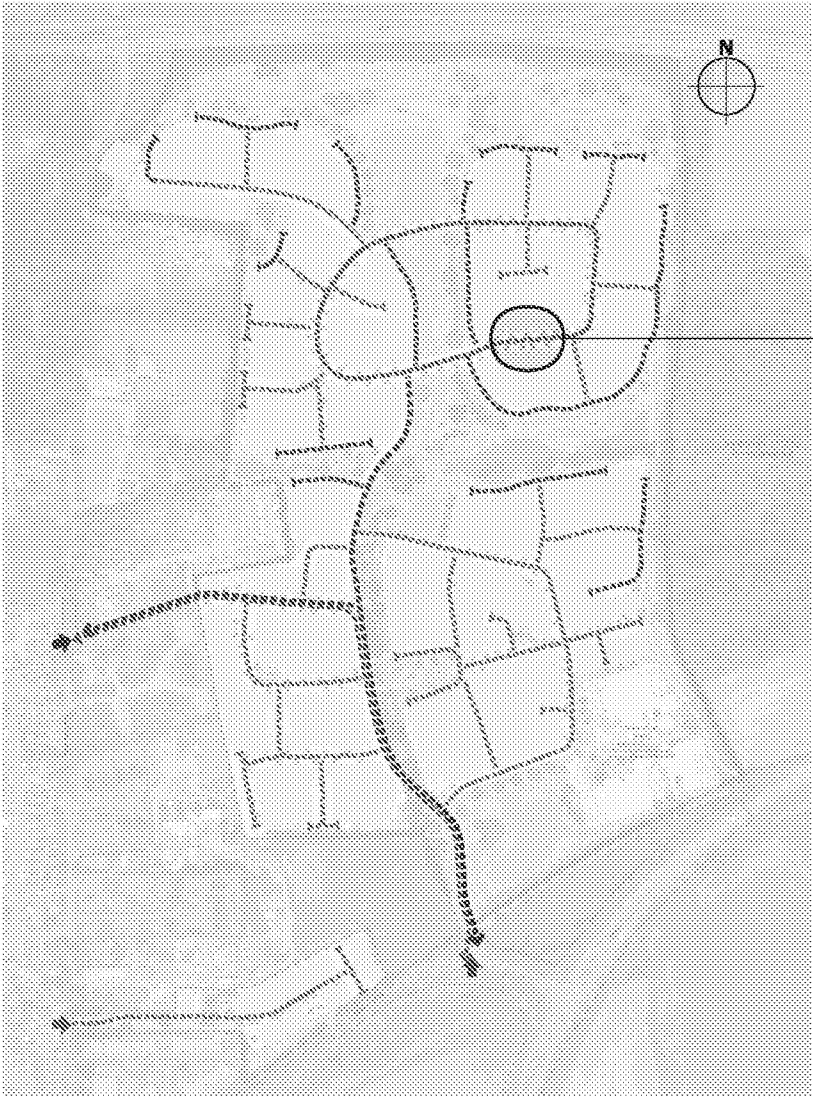
The Secondary Avenue forms a residential loop road within the northern part of the site. It diverts traffic east and west from the northern end of the Village Street. It has a 5.5 metre wide carriageway with 2 metre wide tree-lined grass verges and 2 metre wide footways on each side.

The tree lined character of this street type reflects its importance within the vehicular movement network hierarchy, particularly within the northern part of the site.

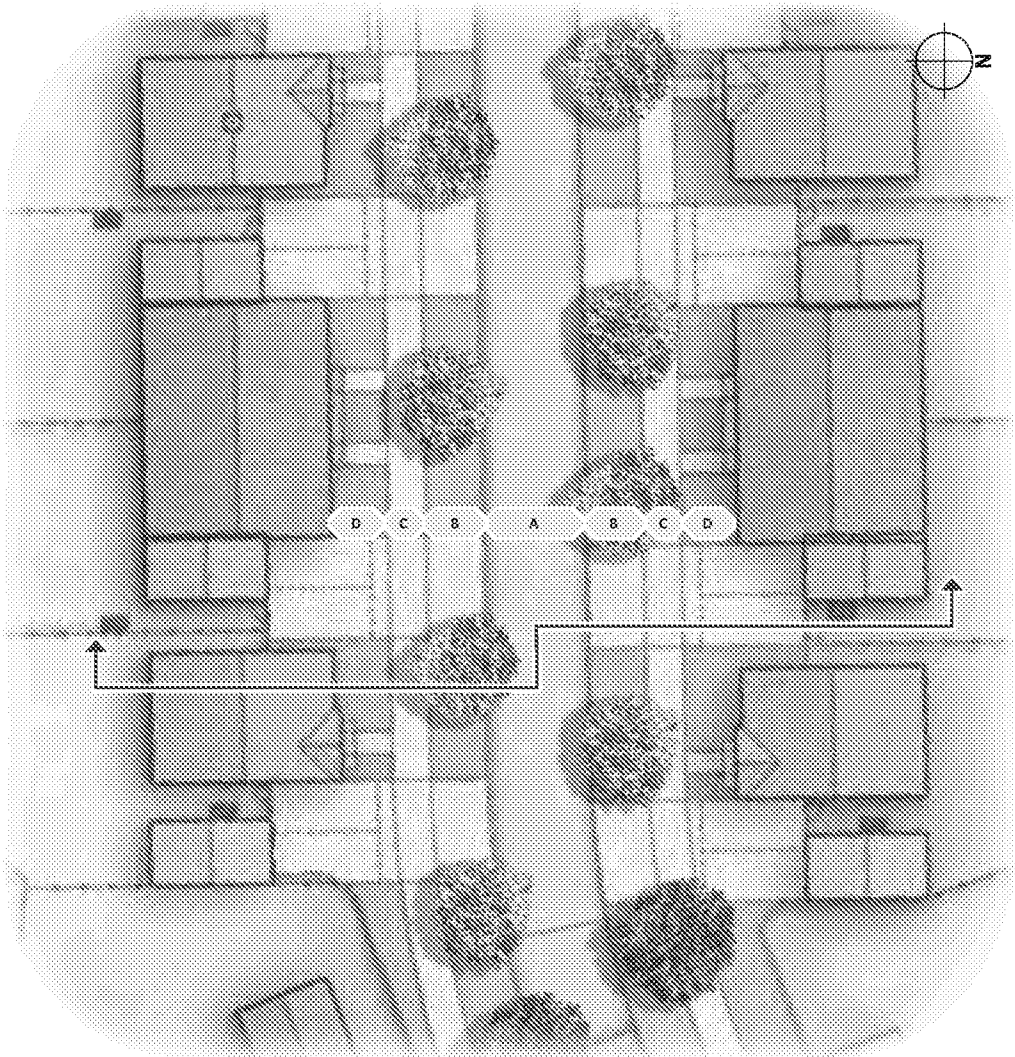
The carriageway is punctuated at key junctions with paved 'squares' which incorporate the adjacent footway surfaces and verge zones. The form and significance of these spaces as spatial events will be reinforced by the buildings around them and the street tree planting.

Squares have also been located at the points where the north-south footpath cycleway crosses the secondary avenue to help signify the particular importance of these locations to pedestrian and cyclist safety.

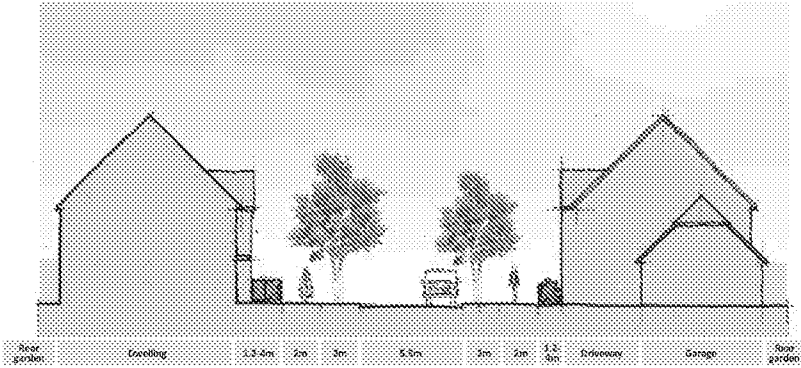
The diagrams illustrate the design principles and setting out criteria which must be applied to the detailed site layout submitted as part of the RM planning application.



Vehicular movement plan highlighting location of detailed plan



Detailed street plan Street Section



Typical street section

SECONDARY AVENUE	
Carriageway	Minimum width 5.5 metres wide. Macadam between junctions
Footways	2.0 metre wide footway on each side
Verges	2.0 metres wide on each side
Junctions	Brindle block paved panels
Landscaping	Tree planting within verge
Street lighting	West Sussex approved columns located to provide required illumination levels
Service corridors	2.0 metres wide below footway on each side
Private / public realm	Enclosed gardens to dwelling frontages
Visitor car parking	2.0 x 6.0 metre bays in verge zone. Max 2 spaces in a row with planting between

- KEY

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

SECONDARY AVENUE	
A	5.5m wide macadam carriageway
B	2.0m wide verge zone/drive crossing
C	2.0m wide footway
D	Front garden (min. 1.2m deep)

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

3.0 ACCESS, MOVEMENT & PARKING

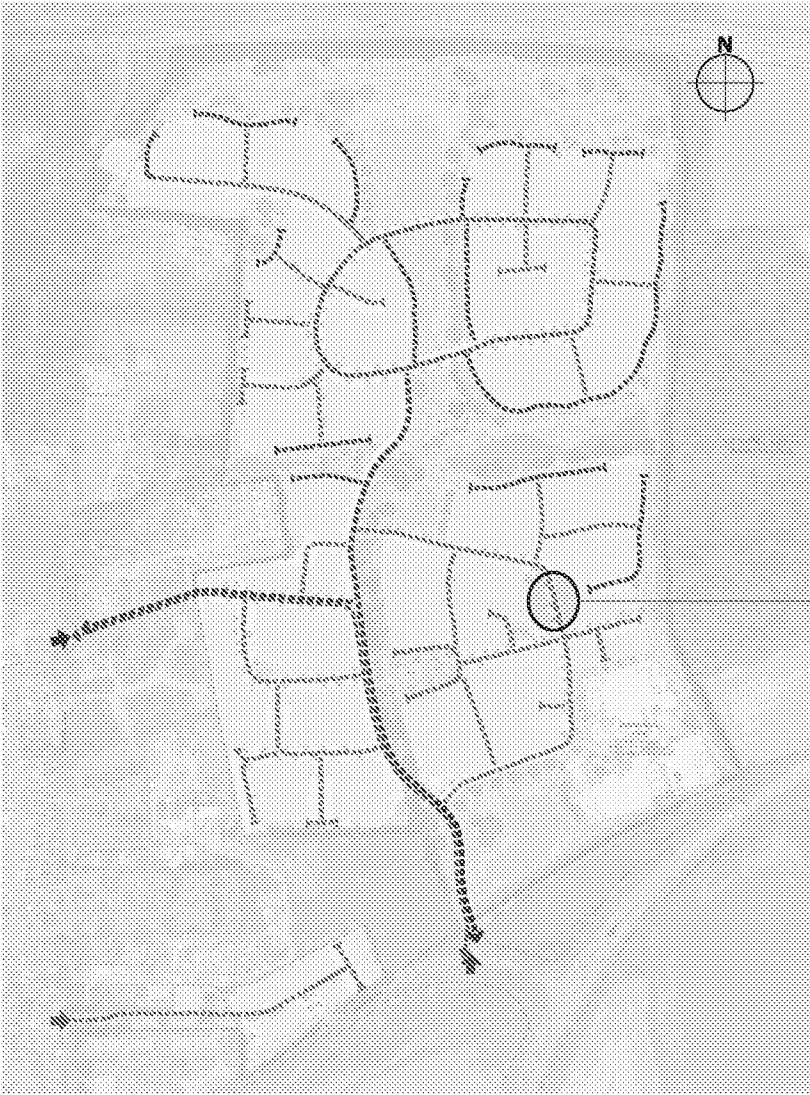
3.5 Street Types

Secondary Street

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

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

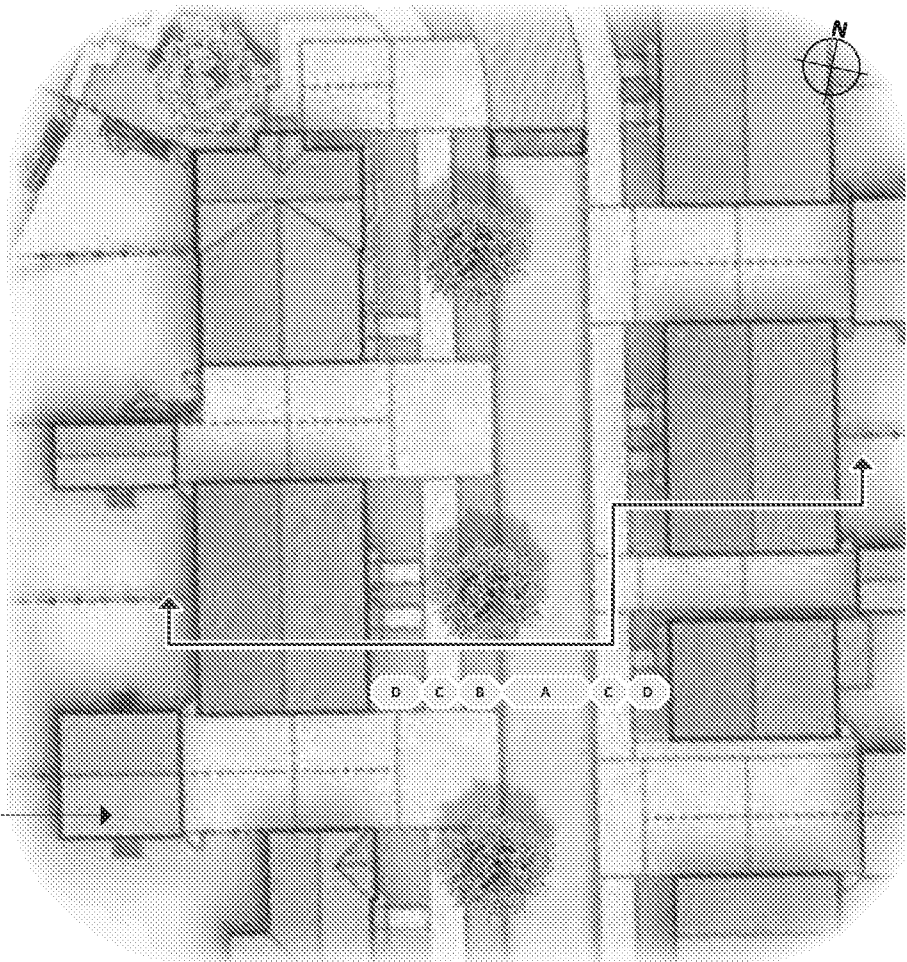
SECONDARY STREET	
Carriageway	Minimum width 5.0 metres wide Macadam between junctions
Footways	2.0 metre wide footway on each side
Verges	2.0 metres wide in places on each or either side
Junctions	Brindle block paved panels
Landscaping	Tree planting within verge
Street lighting	West Sussex approved columns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



Vehicular movement plan highlighting location of detailed plan

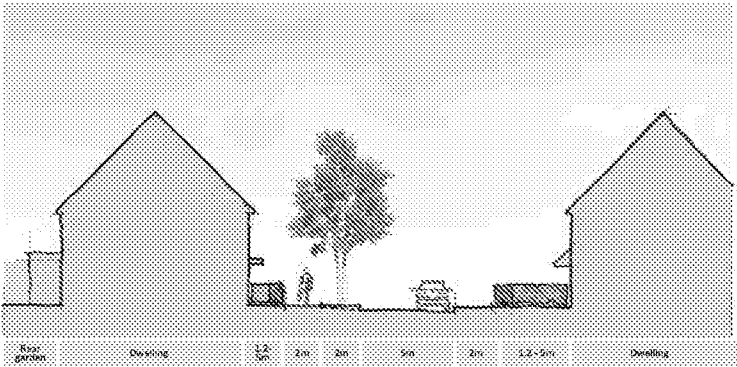
- KEY**

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- Green Lanes/Private Drives
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 - Bus and emergency access only from Dappers Lane
 - Access from Dappers Lane to small land parcel



Detailed street plan

Street Section



Typical street section

SECONDARY STREET	
A	5.0m wide macadam carriageway
B	2.0m wide verge/parallel parking zone
C	2.0m wide footway
D	Front garden (depth varies)

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

3.0 ACCESS, MOVEMENT & PARKING

3.5 Street Types

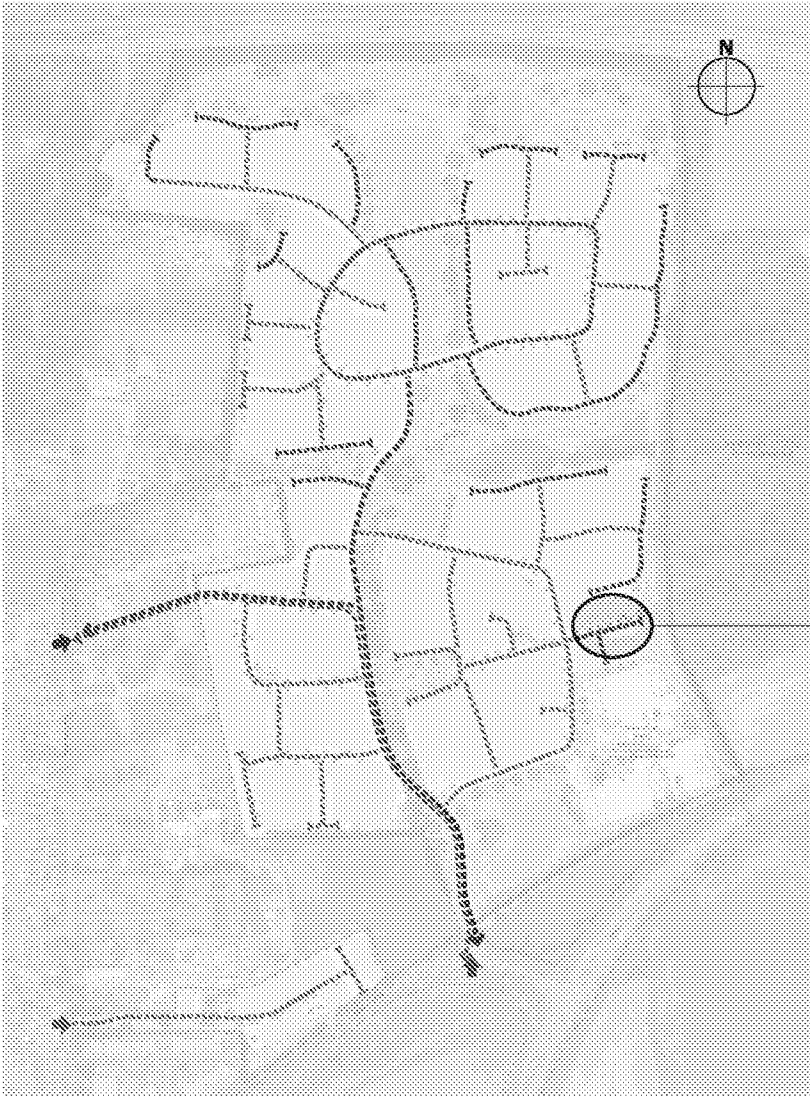
Community Lane

The network of community lanes has a 4.8 metre width carriageway which provides a shared surface for vehicles, pedestrians, and cyclists. These streets have limited vehicular access for residents and visitors to the plots served from them. Planting to residential frontages together with occasional and informal tree planting will soften their character and emphasise the relative degree of privacy.

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

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

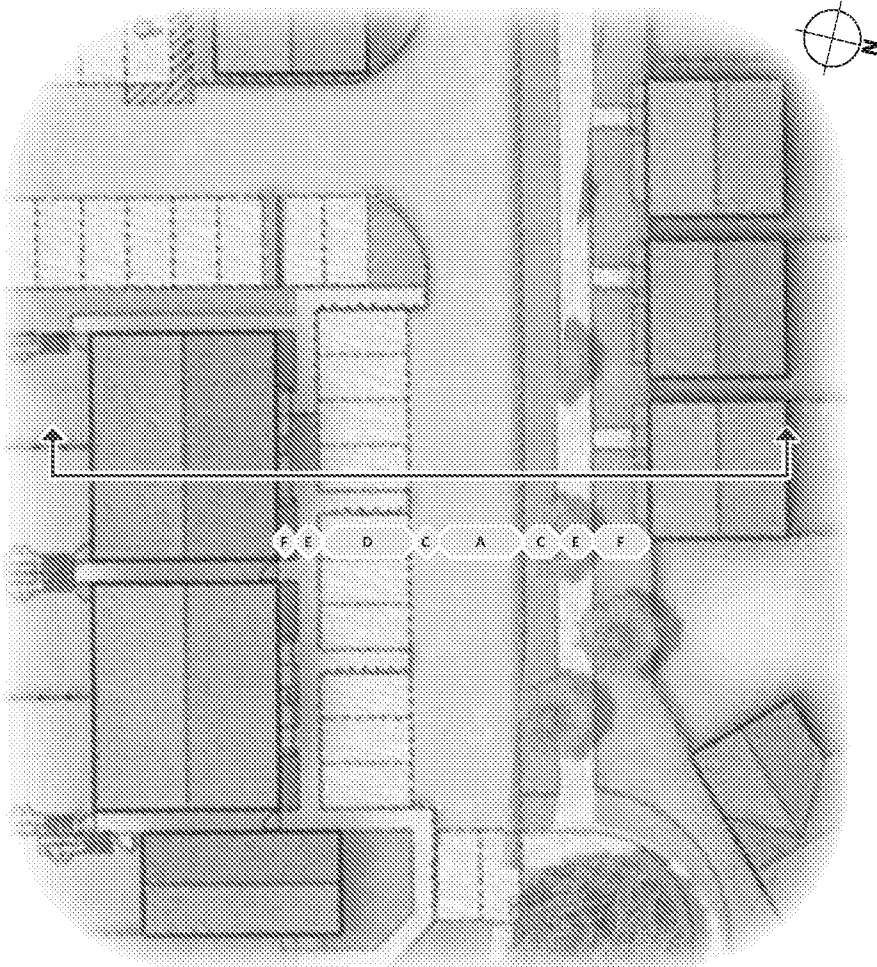
COMMUNITY LANE	
Carriageway	Minimum width 4.8 metres wide tracking zone within shared surface
Footways	Occasional dedicated 2.0 metre wide footway on each or either side
Verges	None
Junctions	Macadam
Landscaping	Occasional tree between parking bays
Street lighting	West Sussex approved columns located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



Vehicular movement plan highlighting location of detailed plan

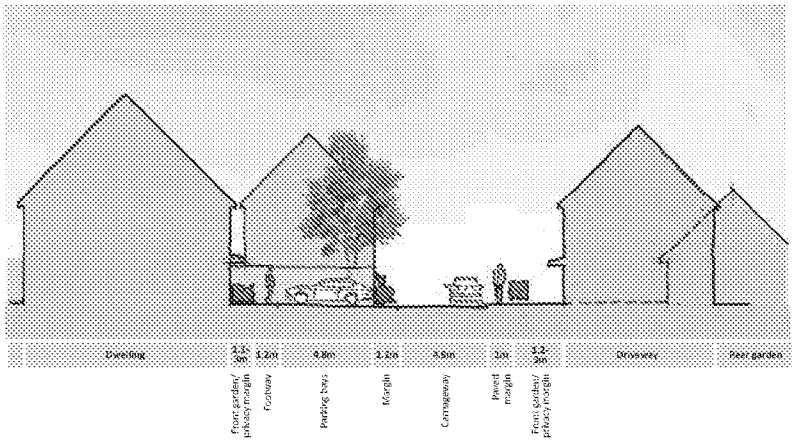
- KEY**

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 - ■ ■ Secondary Streets
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- ■ ■ Green Lanes/Private Drives
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 - ■ ■ Access from Dappers Lane to small land parcel



Detailed street plan

Street Section



Typical street section

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

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

3.0

ACCESS, MOVEMENT & PARKING

3.5 Street Types

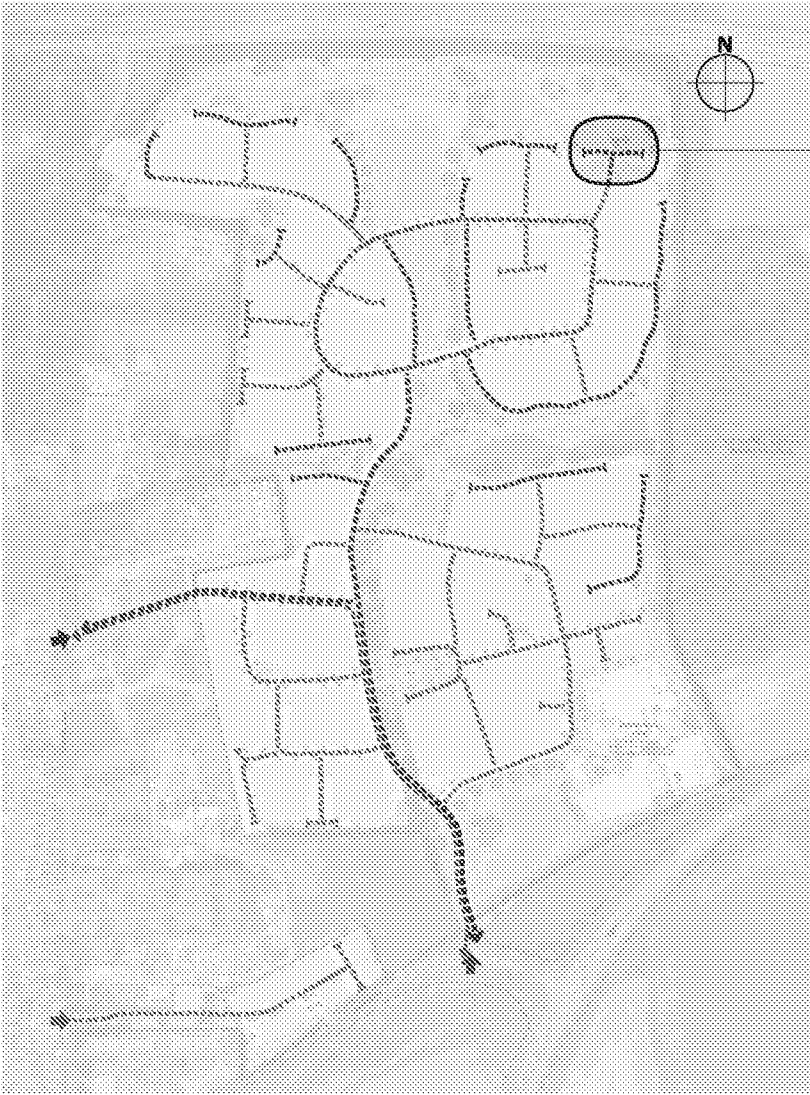
Green Lanes and Private Drives

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

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

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

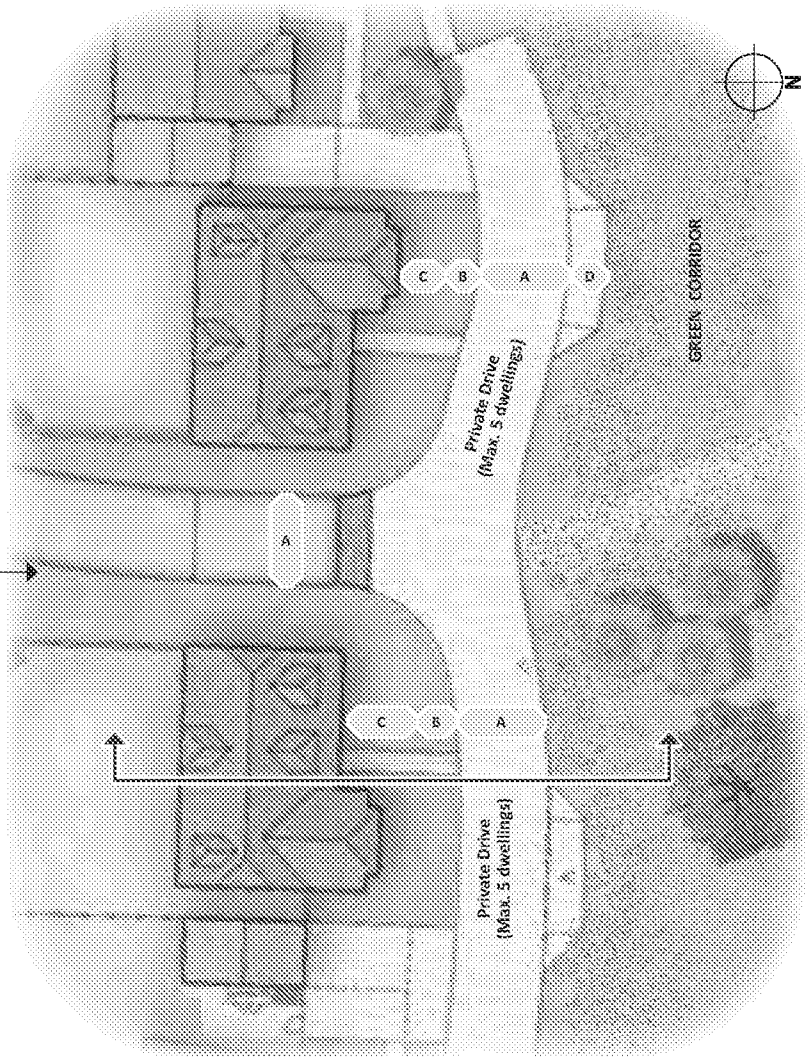
GREEN LANES AND PRIVATE DRIVES	
Carriageway	Minimum width 4.8 metre wide tracking zone. Macadam between junctions
Footways	2.0 metre wide footway on each side
Verges	2.0 metres wide in places on each or either side
Junctions	Brindle block paved panels
Landscaping	Tree planting within verge
Street lighting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



Vehicular movement plan highlighting location of detailed plan

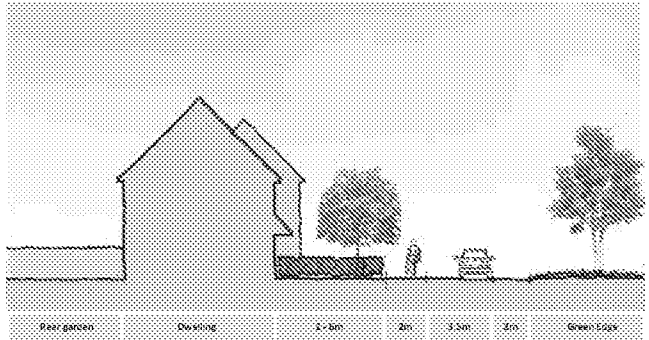
- KEY

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 - Secondary Streets
 - Community Lanes
- Green Lanes/Private Drives
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 - Access from Dappers Lane to small land parcel



Detailed street plan

Street Section



Street section

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

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

3.0 ACCESS, MOVEMENT & PARKING

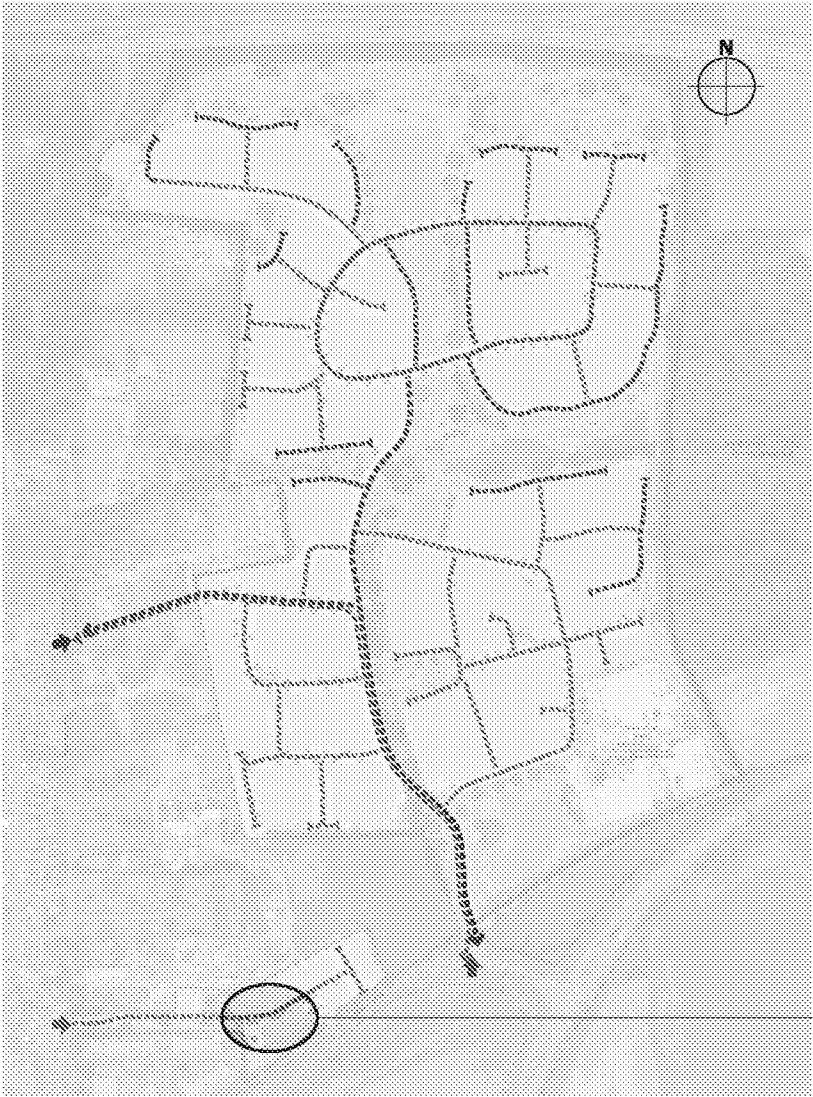
3.5 Street Types

Access from Dappers Lane to Separate Land Parcel

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

ACCESS FROM DAPPERS LANE TO SEPARATE LAND PARCEL

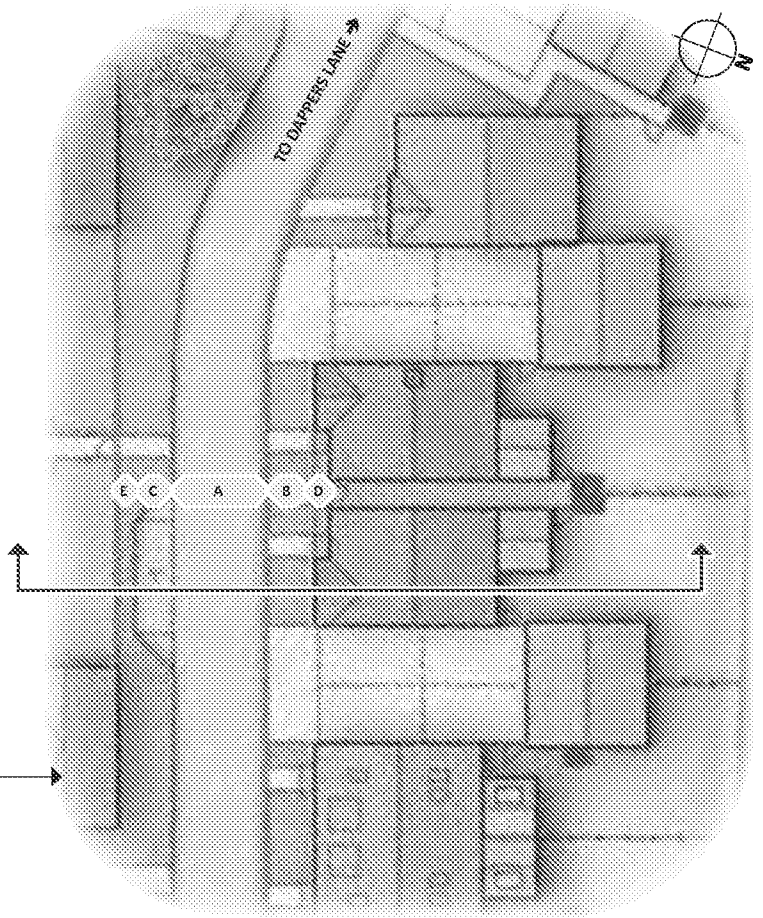
Carriageway	Minimum width 5.0metres wide Macadam between junctions
Footways	2.0 metre wide footway on south side up to first junction
Verges	None
Junctions	Macadam
Landscaping	Informal tree planting within planting beds
Street lighting	West Sussex approved columns located to provide required illumination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



Vehicular movement plan highlighting location of detailed plan

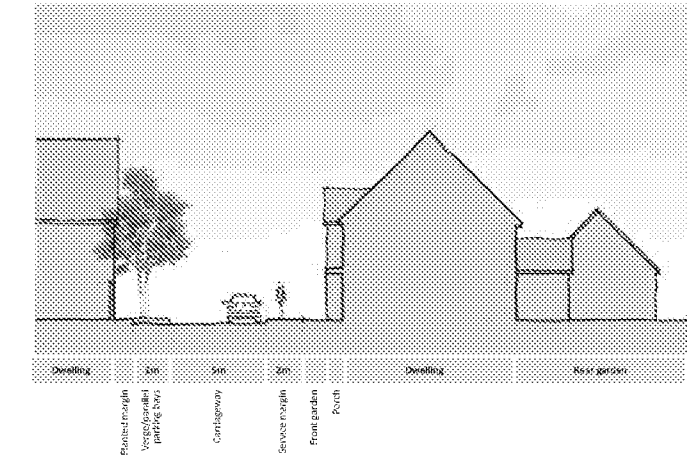
KEY

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Detailed street plan

Street Section



Street section

SEPARATE LAND PARCEL

A	5.0m wide macadam carriageway
B	2.0m wide service margin (grass)
C	2.0m wide verge/parallel parking bays
D	Front garden (min. 1.2m deep)
E	Planted margin

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

ACCESS, MOVEMENT & PARKING

3.6 Vehicular and Cycle Parking Standards

Parking strategy

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

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

Key Points:

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

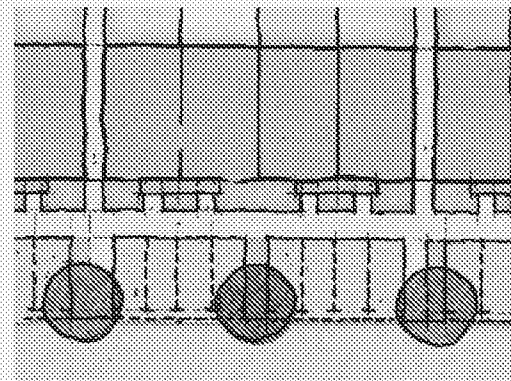
- One and two bed apartments – 1 space each in communal storage rooms
- Two bed houses – 1 space
- Three bed houses and above – 2 spaces

Parking Typologies

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

P1 OFF-PLOT STREET FRONTAGE

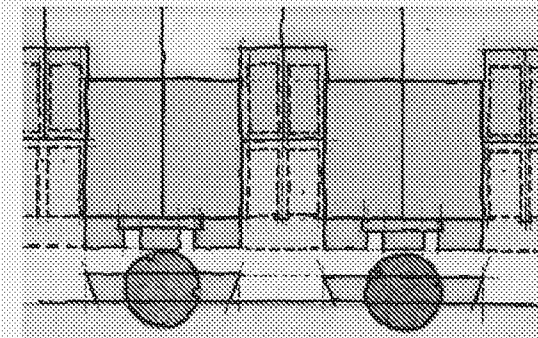
- To serve where practical no more than 8 dwellings on each side of the street
- A maximum of 6 spaces in a row separated by landscape
- A minimum landscape break of 1m wide to accommodate tree or specimen shrub planting
- Shrubs or trees to be located to minimise car door damage to plant stems
- Layout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



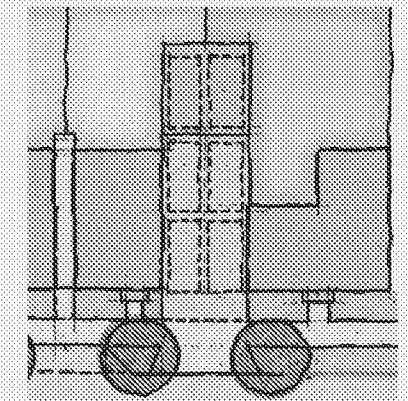
P2 ON-PLOT BETWEEN BUILDINGS

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

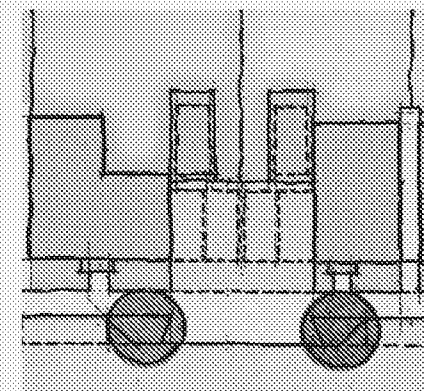
P2.1 - Garage/car barn and drive space



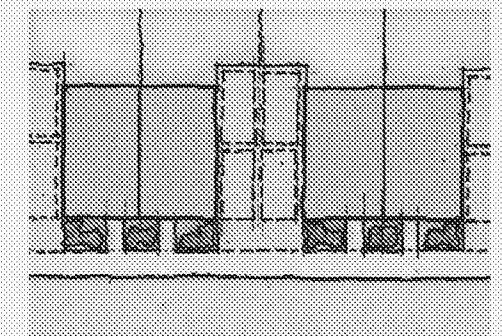
P2.2 - Garage and two tandem drive spaces



P2.3 - Garage and double width drive



P2.4 - Tandem drive spaces



3.0

ACCESS, MOVEMENT & PARKING

3.6 Vehicular and Cycle Parking Standards

Parking Typologies (cont'd)

P3 REAR PARKING COURTS

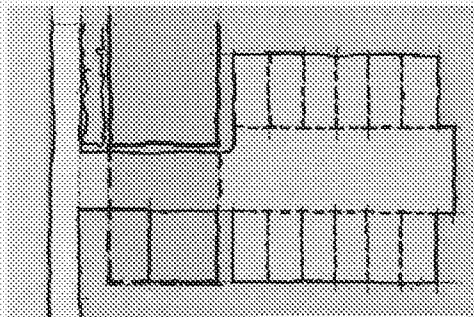
- Courts should generally serve no more than 9 dwellings / 18 parking spaces. For apartment buildings this may be increased but courts must be designed with a framework of landscape planting
- Tandem parking within courts should be discouraged
- Entrances to courts should be defined by building form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

P4 FRONTAGE PARKING MEWS COURTS

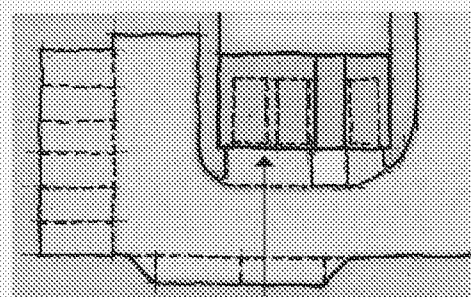
- Frontage parking courts should be in a maximum of 6 bays with a tree and landscaping or footway between to enable bins to be brought to carriageway edge for collection
- Mews courts could include FOGs and may also include parallel bays.

P5 PARALLEL ON-STREET BAYS FOR VISITOR PARKING

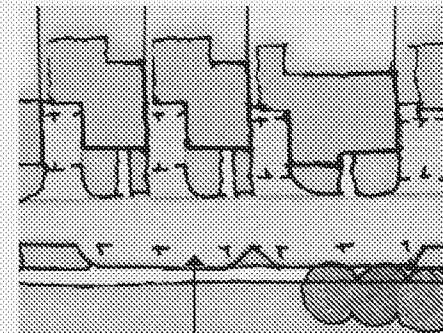
- These shall be provided within the street network to ensure convenient and obvious provision for visitors evenly distributed throughout development.



Option for apartments to extend over drive with carriage arch



FOG/ coachhouse



Parallel parking spaces

3.0

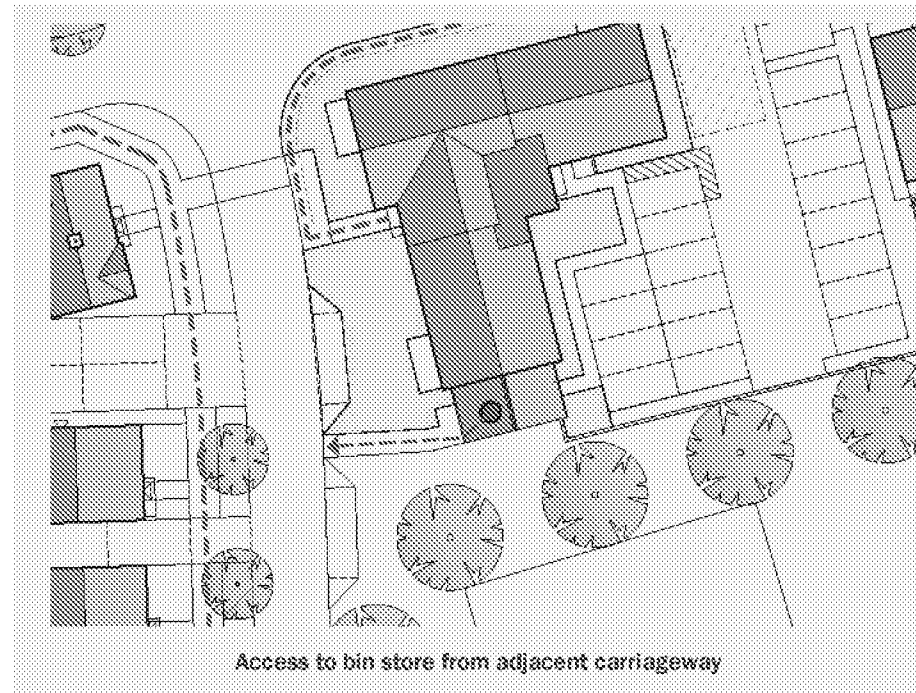
ACCESS, MOVEMENT & PARKING

3.7 Refuse Storage and Collection

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

The layout will be designed to incorporate appropriate and adequate manoeuvring space for refuse collection vehicles with Refuse Collection Points incorporated into the street network where required to achieve acceptable collection distances in accordance with Arun Local Plan policy WM DM1.

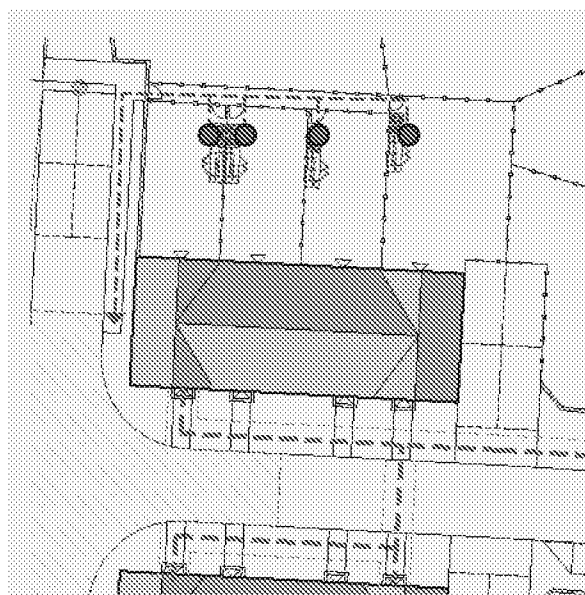
APARTMENT BLOCKS



3.8 Utilities

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

TERRACED HOUSES



Access to bin stores in back gardens via paths to rear and side of properties

SEMI-DETACHED HOUSES

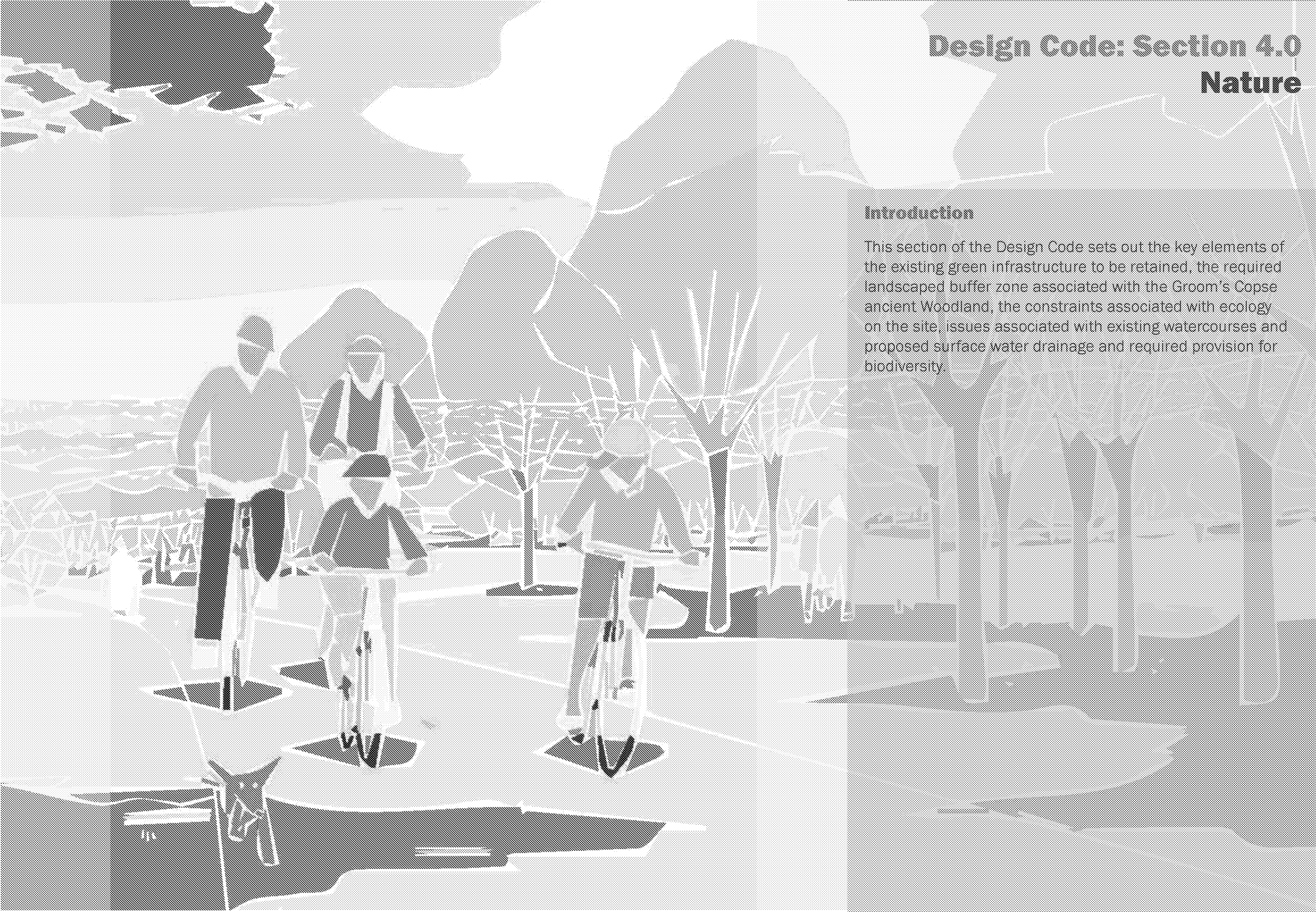


Access to bin stores in back gardens via paths to side of properties

DETACHED HOUSES



Access to bin stores in back gardens via paths to side of properties and car ports



Design Code: Section 4.0

Nature

Introduction

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

4.1 Green Infrastructure

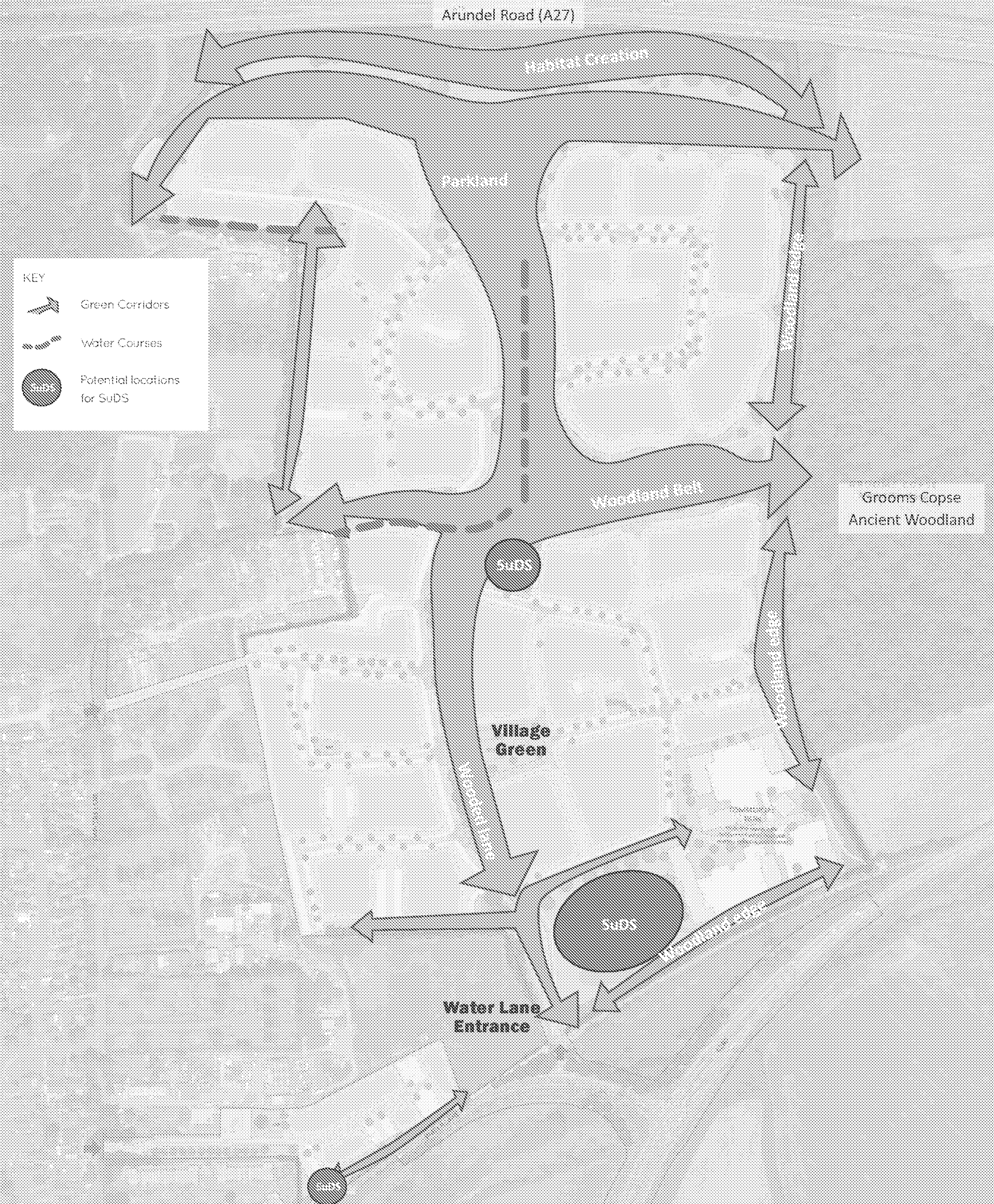
The proposals are informed by and respond to the existing positive landscape features, character and natural environment of the site and its local and wider context to create a well-integrated place for people and nature.

The key landscape and natural features:

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

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

Green infrastructure diagram ►



4.2 Biodiversity

Habitats

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

Protected Species

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

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

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



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



Evidence of Doormouse found in hedgerows



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

4.3 Ecological Constraints

Ancient woodland, existing trees and hedgerows (Condition 43)

Groom's Copse Ancient woodland is a unit of ancient woodland which lies adjacent to the east of the site. The woodland will be protected through the implementation of a 15-metre buffer as part of the development proposals, which will include a thick double hedge of thorny species and a fence line to ensure there are no impacts on the woodland edge.

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

Four trees on site were identified to contain potential for roosting bats. These trees will be retained as part of the proposals and a lighting plan will be implemented to ensure the potential roost features are not subject to increased lighting levels both during and post-construction.

Water courses and Drainage Constraints (Condition 38)

The stream to the south of the site contained evidence of otter presence. The stream will be protected through the use of standard pollution prevention control measures during construction and precautionary mitigation to avoid impacting commuting/foraging otter.

Identified Wildlife Habitats

The hedgerows, scrub and woodland habitat on site provides high quality habitat to support hazel dormouse. Targeted surveys for dormouse identified dormice and dormice nests in the majority of hedgerows and scrub on site, and the species is assessed to be present across the site.

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

Four trees with potential to support roosting bats were identified on site; one containing high potential and the remaining three containing moderate potential features. The trees are to be retained as part of the development, but will be subject to further survey if they are likely to be impacted by disturbance or lighting as a result of the development.

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



Ecological constraints plan

Site Boundary

Potential

- High
- Moderate

Evidence

- Disused
- Partially Used
- 20m Buffer to Badger Sett
- Dormouse Habitat
- ▲ Otter Sign

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

ethos
Environmental Planning

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4.4 Landscape Constraints

KEY LANDSCAPE CONSTRAINTS:

South Downs National Park (SDNP)

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

Trees and Woodland

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

Topography and drainage

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

Public Rights of Way

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

Built influence

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

KEY

Existing landscape features

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

On Site Wildlife Habitats

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

Detractors

-  Traffic on trunk roads
-  Commercial and industrial uses

Required Buffer Zones

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

Other

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

Site constraints diagram ►



4.5 Mitigation

Ancient Woodland Buffer

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

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

Bund Vegetation Removal / Relocation

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

Northern Boundary Habitat Creation

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

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

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

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

Bund Vegetation Removal / Relocation

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



Looking toward the northern boundary and A27 from within the site

4.6 Movement Network: Routes and Nodes

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

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

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

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

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

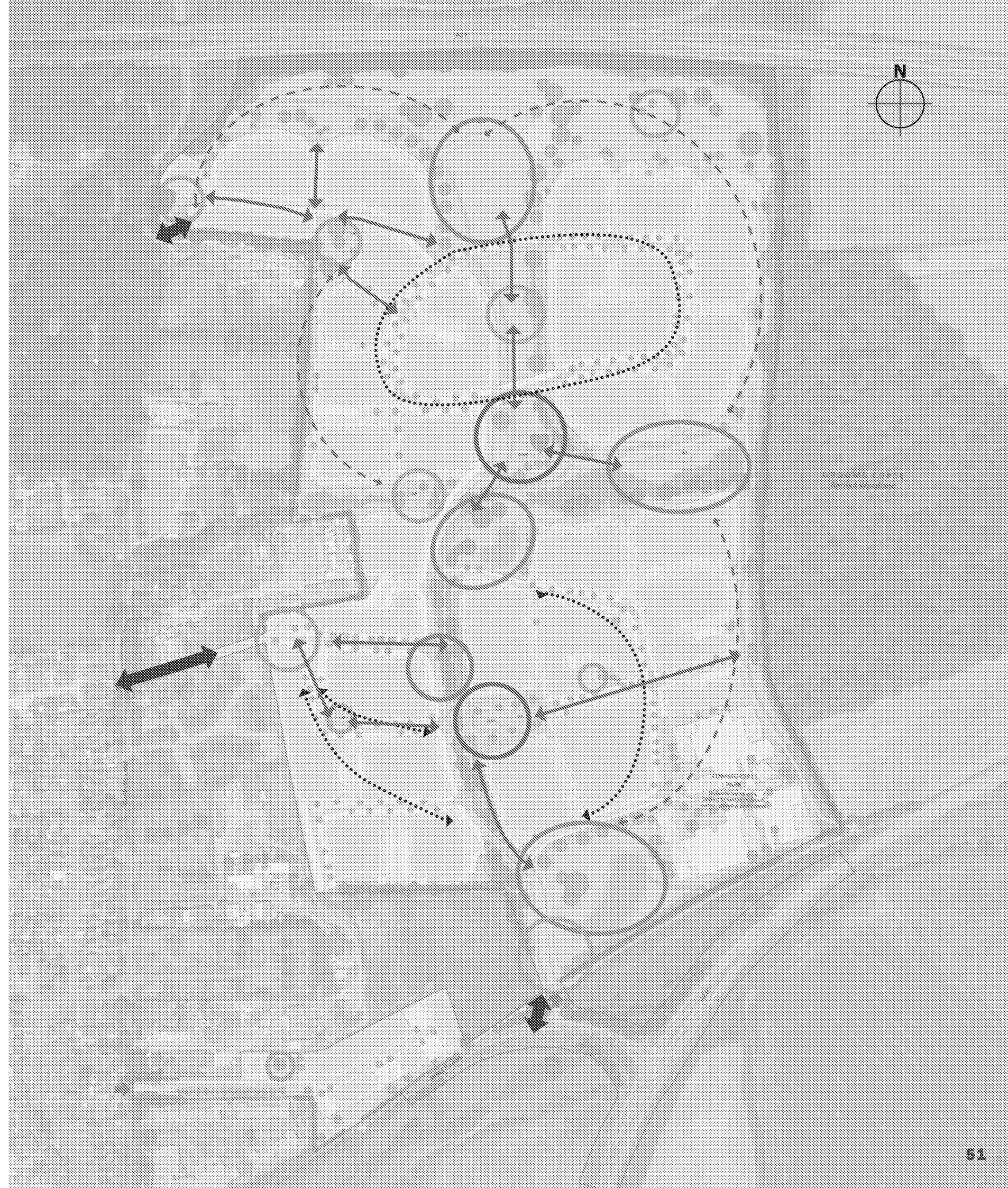
- Pocket parks
- Play features / Sport provisions
- Landscaped rest points
- Landmark building
- Landmark planting or structures
- Kiosks / facilities
- Travel hubs
- Community spaces
- Key Viewing Points

KEY Routes:

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

Nodes:

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



4.0
NATURE

4.7 Open Space Provision

Public Open Spaces	ADC Required Space (m²) *	Provided space (m²)
Parks and Gardens	9,240	35,794
Amenity Green Spaces	6,535	35,800
Local Areas for Play (LAP) 100m² min size	700	800
Local Equipped Area for Play (LEAP) 400m² min size	1,236	1,236
Neighbourhood Equipped Area for Play (NEAP) 1,000m² min size	1,000	1,000
Total Public Open Spaces	36,950	78,643
Play Facilities		
Local Area for Play (LAP) 100m² min size		800
Local Equipped Area for Play (LEAP) 400m² min size		1,236
Neighbourhood Equipped Area for Play (NEAP) 1,000m² min size		1,000
Total LAP and LEAP	2,889	3,036
Neighbourhood Equipped Area for Play (NEAP) 1,000m² min size		
Total Play Facilities	6,353	6,800

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

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

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

KEY

- Wildlife Habitats Non-Accessible to the Public
- Natural and Semi-Natural Areas Accessible to the Public
- Parks and Gardens
- Amenity Greenspace
- Local Areas for Play (LAP)
- Local Equipped Area for Play (LEAP)
- Neighbourhood Equipped Area for Play (NEAP)
- Play Trails and Natural Play Space
- Community Hubs
- Informal Sports Space

Open space provision diagram ►



4.8 Open Space Design

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

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

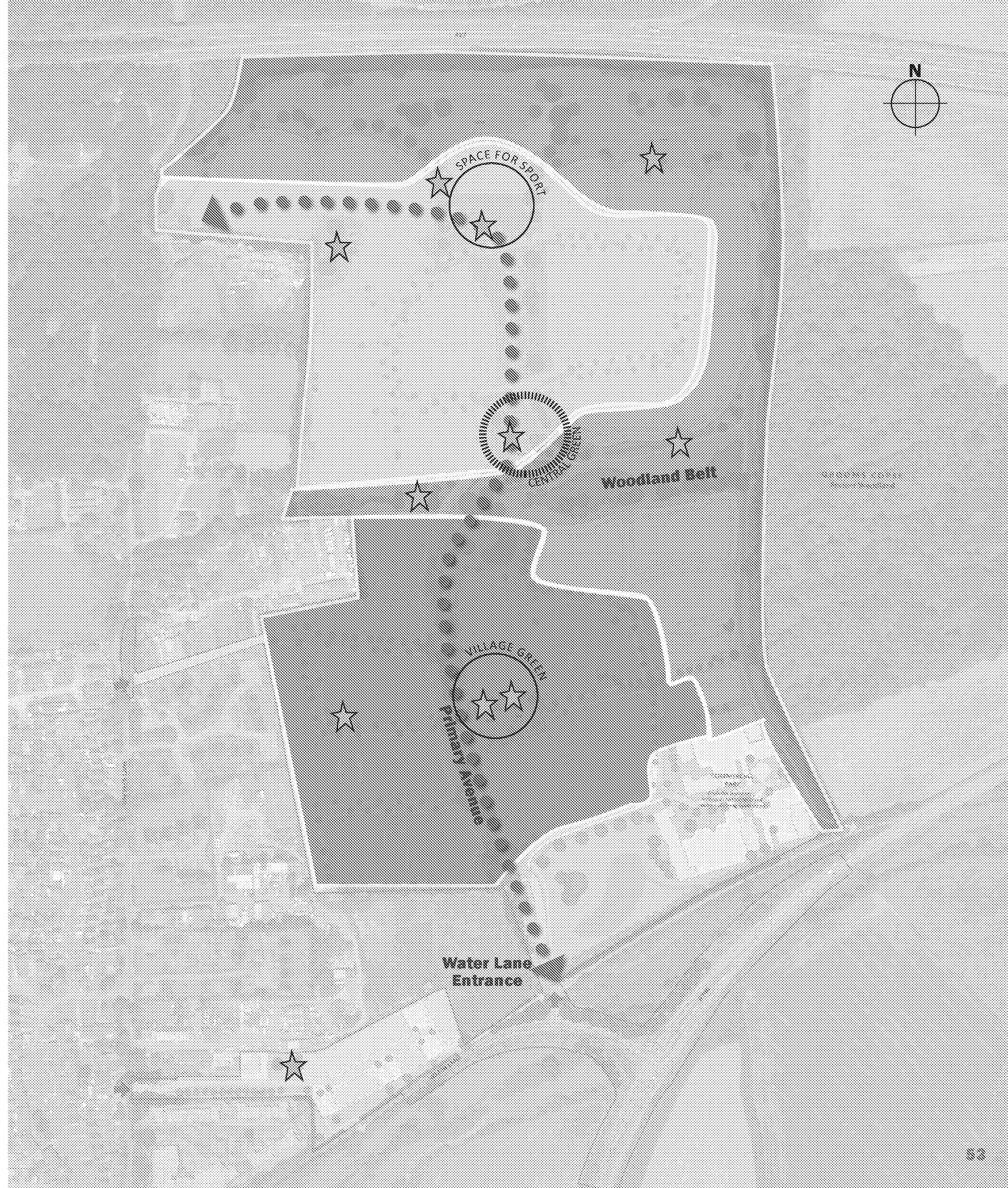
The character areas set out in this design code dictate the density and building height requirements, built vernacular and land use, public open spaces requirement, habitat management, planting styles, material palettes and approach to play. The multidisciplinary approach to the character areas enhances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

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

KEY

-  Key Route
-  Play / Rest Points
-  Community Hubs

Open space design diagram ►



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