

5.0
PROPOSALS

5.12 BOUNDARY MATERIALS

Boundary treatments have been chosen to match those found in the locality of the site.

External boundaries

- Existing native planting along boundaries shall be maintained
- Existing mature trees shall be maintained

Boundaries within the site

Dwelling boundaries fronting the public realm will consist of a combination walls, timber fences and hedges. Boundaries between gardens will be formed with 1.8m close boarded fence. The plan (right) illustrates the distribution of boundary types throughout the site.



Boundary brick wall



Close boarded fence



Proposed boundary materials distribution plan

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PROPOSALS

5.13 APPEARANCE

Appearance is the aspect of a place or building that determines the visual impression it makes, including the external built form of the development, its architecture, materials, decoration, colour and texture.

The proposed scheme will complement the local vernacular, by the use of similar and established materials, details and features. The development will use a unifying palette of materials, but variations in form, size and style will create a distinctive character area and a ‘sense of place’.

The proposed properties include a mixture of terraced, semi-detached and detached housing of high quality design to complement the Angmering character.



Proposed building materials distribution plan

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Materials palette

Walls:

- Soft red brick
- Brown red brick
- Render
- Tile hanging

Roofs:

- Red/brown tiled roof
- Grey tiled roof

Windows:

- White window frames throughout.

Front doors:

- Coloured front doors with garage doors to compliment.
- Small Porches with timber detailing.

The materials palette reflects the local materiality as identified in the Character Appraisal at section 2.

Wall materials palette



Red Multi Brick



Plain Red Brick



Render



Tile hanging



Timber / render gables

Roof materials palette



Red / brown roof tiles



Slate coloured roof tiles

Local materiality



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PROPOSALS

5.14 STREET ELEVATIONS

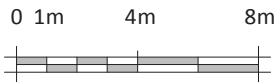
The street elevations explain the scale and character in context, illustrating the materials and elevational treatments to be used within the proposed development.



STREET SCENE A-A



STREET SCENE B-B



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STREET SCENE B-B CONTINUED



Key



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5.14 STREET ELEVATIONS



Plot 9

Plot 35

Plot 36

Plot 37

Datum 10.00
STREET SCENE C-C



Plot 56

Plot 57

Plot 58

Plot 59

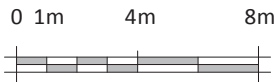
Plot 60

Plot 84

Plot 85

Plot 86

STREET SCENE C-C CONTINUED



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PROPOSALS



Key



Plot 87 Plot 88 Plot 107 Plot 108 Plot 109 Plot 110

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PROPOSALS

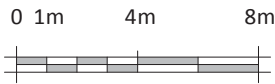
5.14 STREET ELEVATIONS



Datum 10.00
STREET SCENE D-D



Datum 10.00
STREET SCENE E-E



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PROPOSALS



Key

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5.14 STREET ELEVATIONS



Plot 160

Plot 139

Plot 140

Plot 141

Plot 142

Plot 143

Datum 10.00
STREET SCENE F-F



Plot 134

Plot 135

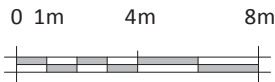
Plot 136

Plot 137

Plot 138

Plot 139

STREET SCENE F-F CONTINUED



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PROPOSALS



Plot 144



Plot 122



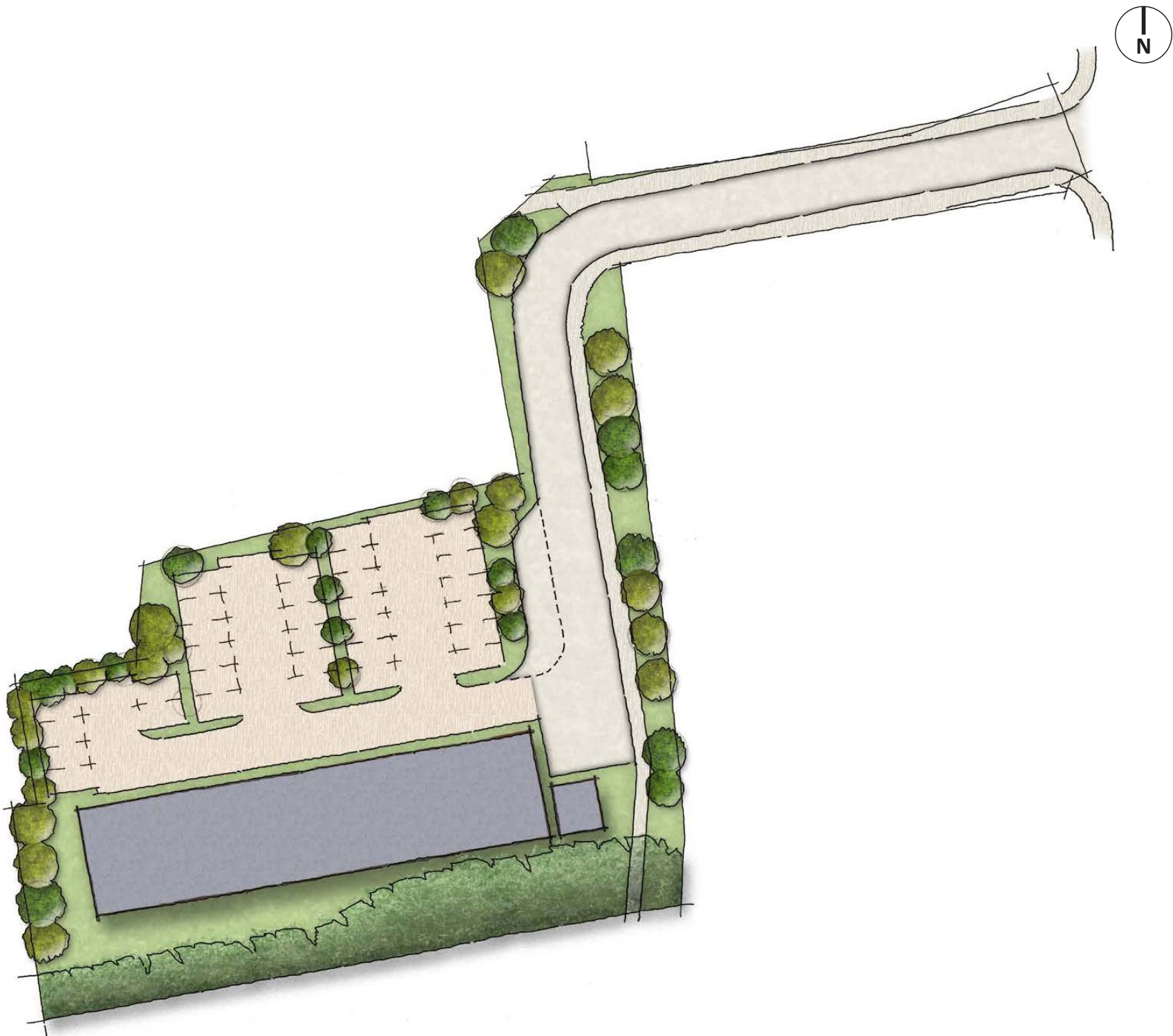
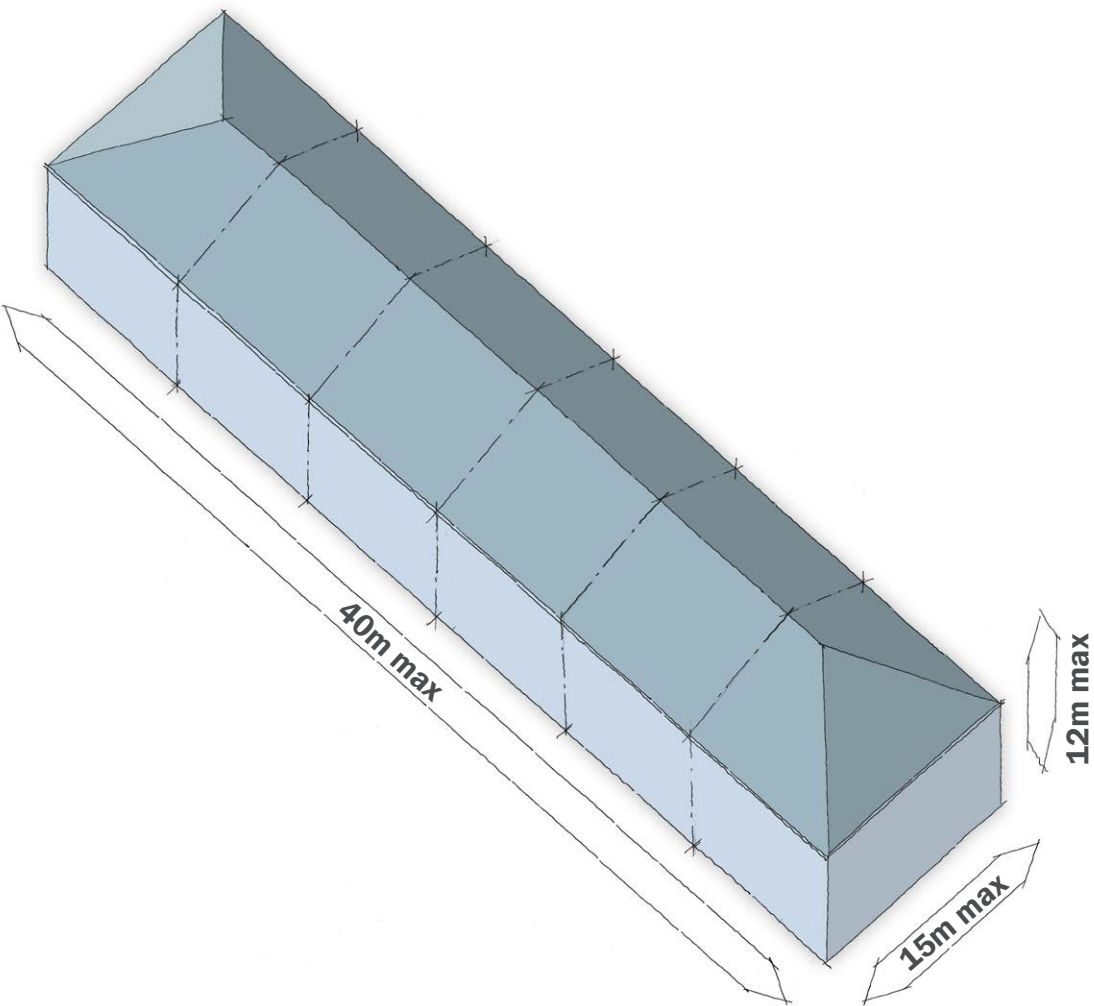
Key

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PROPOSALS

5.15 COMMERCIAL AREA

The commercial area is proposed to come forward for Class E development to accommodate up to 1,393 sqm of floorspace.

Whilst it is unclear the way in which this parcel would come forward and this would be determined through a future reserved matters, we have provided a number of parameters for inclusion within the submission. This is based upon the technical work that has been undertaken and the relationship with the wider residential land use of the site.



6.0 ACCESS AND MOVEMENT

- 6.1 RESIDENTIAL SITE ACCESS LOCATION AND JUNCTION DETAILS**
- 6.2 COMMERCIAL SITE ACCESS LOCATION AND JUNCTION DETAILS**
- 6.3 INTERNAL VEHICULAR MOVEMENT NETWORK**
- 6.4 PEDESTRIAN AND CYCLIST CONNECTIVITY**
- 6.5 STREET HIERARCHY**
- 6.6 PARKING**
- 6.7 REFUSE STORAGE AND COLLECTION**
- 6.8 UTILITIES**

6.0 ACCESS & MOVEMENT

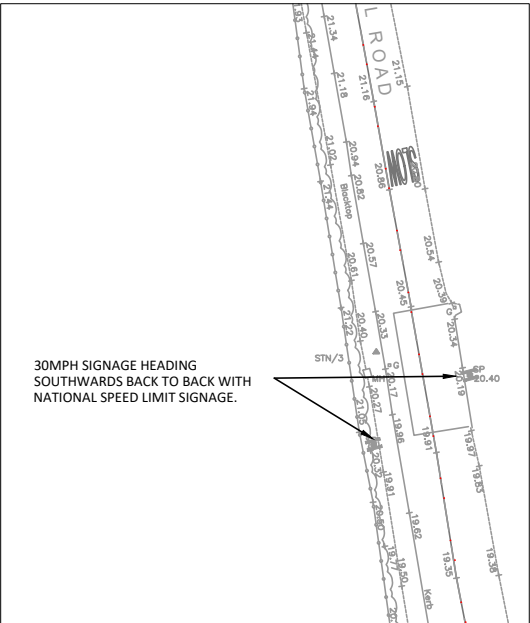
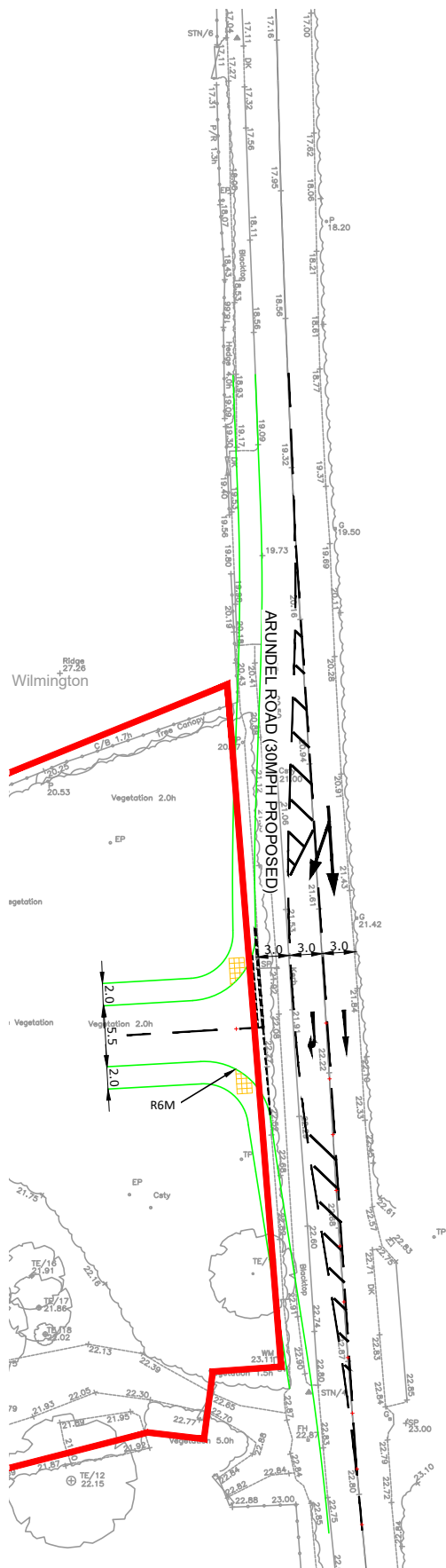
6.1 RESIDENTIAL SITE ACCESS LOCATION AND JUNCTION DETAILS

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

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

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

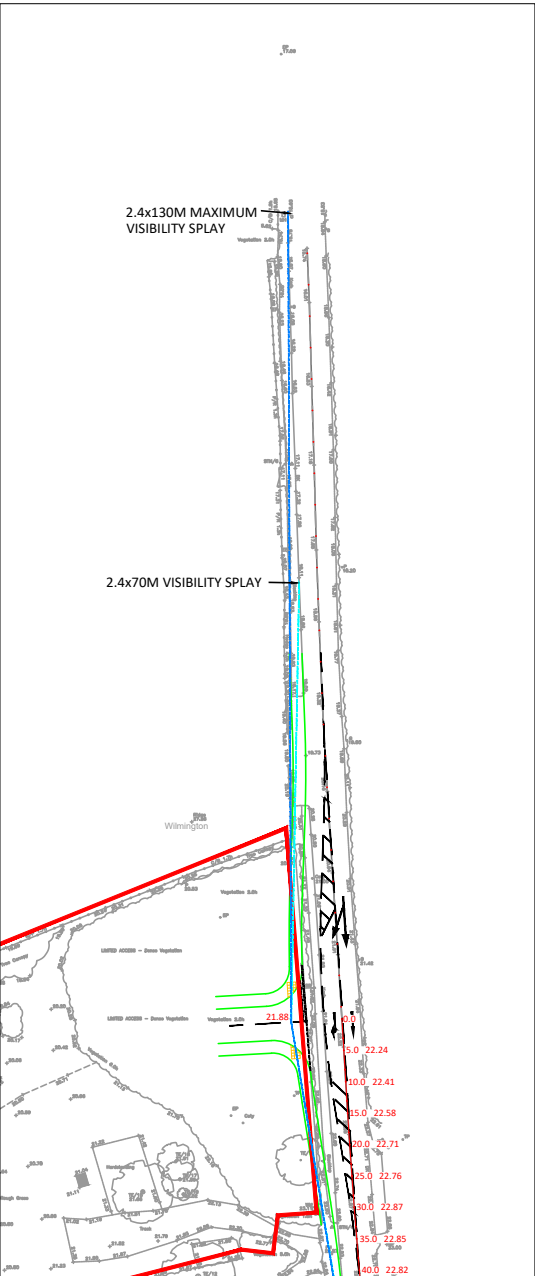
The proposed access arrangements into the site are in accordance with the access arrangements approved within application A/207/21/PL.



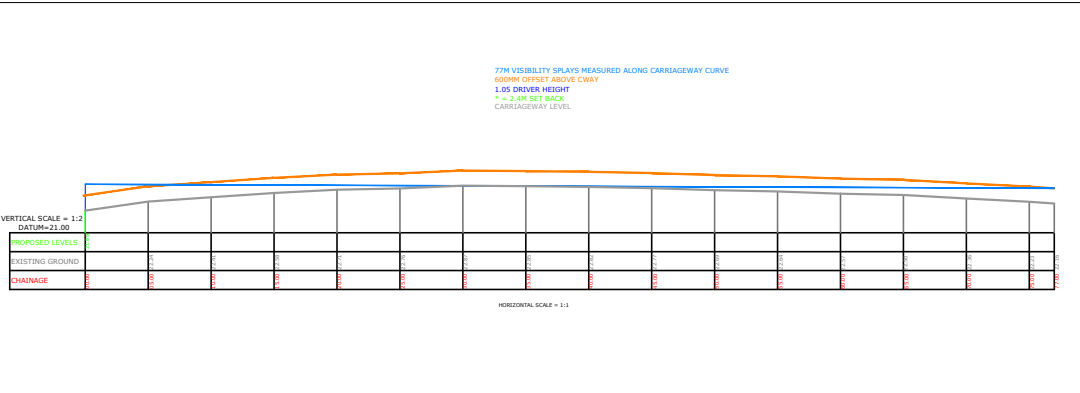
SIGNAGE TO THE SOUTH



VISIBILITY SPLAYS TO THE SOUTH



VISIBILITY SPLAYS TO THE NORTH

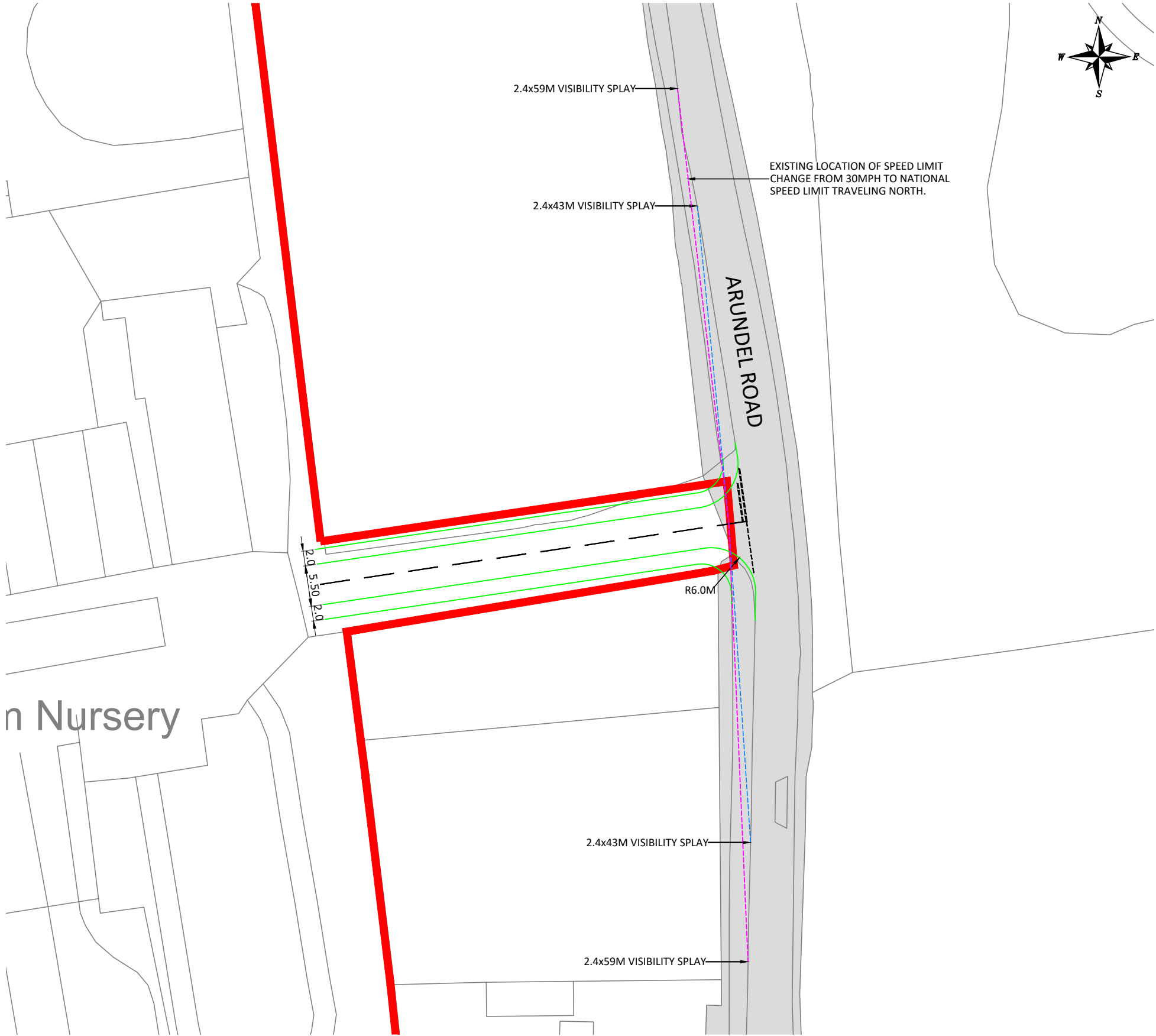


VERTICAL VISIBILITY SPLAY

6.0
ACCESS & MOVEMENT

6.2 COMMERCIAL SITE ACCESS LOCATION AND JUNCTION DETAILS

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



6.0
ACCESS & MOVEMENT

6.3 INTERNAL VEHICULAR MOVEMENT NETWORK

The accesses proposed within this application are as per the access arrangements that have been agreed as part of the outline approval on this site. The principal residential vehicular access would be from Arundel Road with a separate access serving the commercial units from Arundel Road situated to the south.

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

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

1. Variety and degree of enclosure;

2. Width between building frontages;

3. Height of buildings;

4. Consistency of building line;

5. Continuity of built form;

6. Street tree planting/ landscaping;

7. Depths of front gardens;

8. Boundary treatments; and

9. Surface materials.

KEY

RESIDENTIAL ACCESS FROM ARUNDEL ROAD

COMMERCIAL ACCESS FROM ARUNDEL ROAD

PRINCIPAL ROUTE

SECONDARY ROUTE

LANES

COMMERCIAL ROUTE

Vehicular movement network plan

ARUN DISTRICT COUNCIL A/270/21/OUT

6.0
ACCESS & MOVEMENT

6.4 PEDESTRIAN AND CYCLIST CONNECTIVITY

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

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

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

The existing Public Right of Way (PRoW 2176) footpath running north to south adjacent to the western boundary of the site will not be affected by the proposals and will be connected to the pedestrian movement routes within the site as part of the enhanced pedestrian movement network.

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

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

KEY



RESIDENTIAL ACCESS FROM ARUNDEL ROAD



COMMERCIAL ACCESS FROM ARUNDEL ROAD



PEDESTRIAN ROUTES



CYCLE ROUTES



PEDESTRIAN ACCESS POINTS



PUBLIC RIGHTS OF WAY



Pedestrian & cyclist movement network plan