

6.0 SITE LAYOUT

6.10 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.

A 2m fence has been provided around the commercial land to reflect the conclusions of the Noise Report.



Boundary brick wall



Close boarded fence



Proposed boundary materials distribution plan

6.0 SITE LAYOUT

6.11 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

6.0

SITE LAYOUT

Materials palette

Walls:

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

Roofs:

- Red tiled roof
- 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.

Wall materials palette



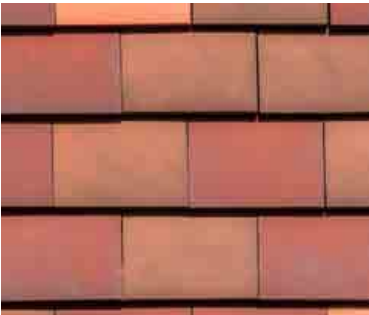
Soft Red brick



Brown red brick



Render



Tile hanging



Timber / render gables

Roof materials palette



Red roof tiles



Brown roof tiles



Grey roof tiles

Local materiality



6.0
SITE LAYOUT

6.12 VEHICULAR, PEDESTRIAN AND CYCLIST
MOVEMENT NETWORK

The accesses included 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.

Wherever possible the position and alignment will retain and respond to the site features, such as topography and landscape hedgerows and trees. Street character will be generated from the holistic design of the street, this will vary relative to traffic flows.

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

 PRINCIPAL ROUTE

 SECONDARY ROUTE

 LANES

 COMMERCIAL ROUTE

 PEDESTRIAN ROUTES

 CYCLE ROUTES

 PEDESTRIAN ACCESS POINTS

 PUBLIC RIGHTS OF WAY



Vehicular, Pedestrian and Cyclist movement network plan

6.0 SITE LAYOUT

6.13 STREET HIERARCHY

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

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

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

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

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

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

THE DESIGN CODE SET OUT:

- The access has been agreed within the outline application.
- The principal residential vehicular access would be from Arundel Road with a separate access serving the commercial units from Arundel Road situated to the south.
- The strategy creates a legible hierarchy of streets.
- The position and alignment wherever possible retains and responds to topographical and landscape features.
- The road hierarchy and character will provide pedestrian access into and through the site, giving links to the adjacent and surrounding network of footpaths.
- 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.
- The existing Public Right of Way (PRoW 2176) footpath running west of the site will be retained and enhanced as part of the proposals.
- A network of footpath/ cycleways is provided within the green spaces.



Road Typologies plan

6.0
SITE LAYOUT

6.14 PARKING

Car parking will be provided in compliance with Arun Parking Standards dated January 2020 and incorporated into the scheme to ensure that it does not adversely impact on the public realm and landscape setting.

A variety of car parking options will be provided. Visitors will be able to park in bays off the street whilst home owners will have either parking off the street adjacent to their property or in parking courts.

For houses this is generally provided on plot in garages and drive spaces, or off-plot in on-street bays. Parking for the affordable flats is provided in parking courts accessed from the front of the dwelling. Provision for the respective dwelling sizes within the scheme 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 bedroom flats, two and three bedroom houses – 2 spaces, four bedroom houses and five bedroom houses – 3 spaces.

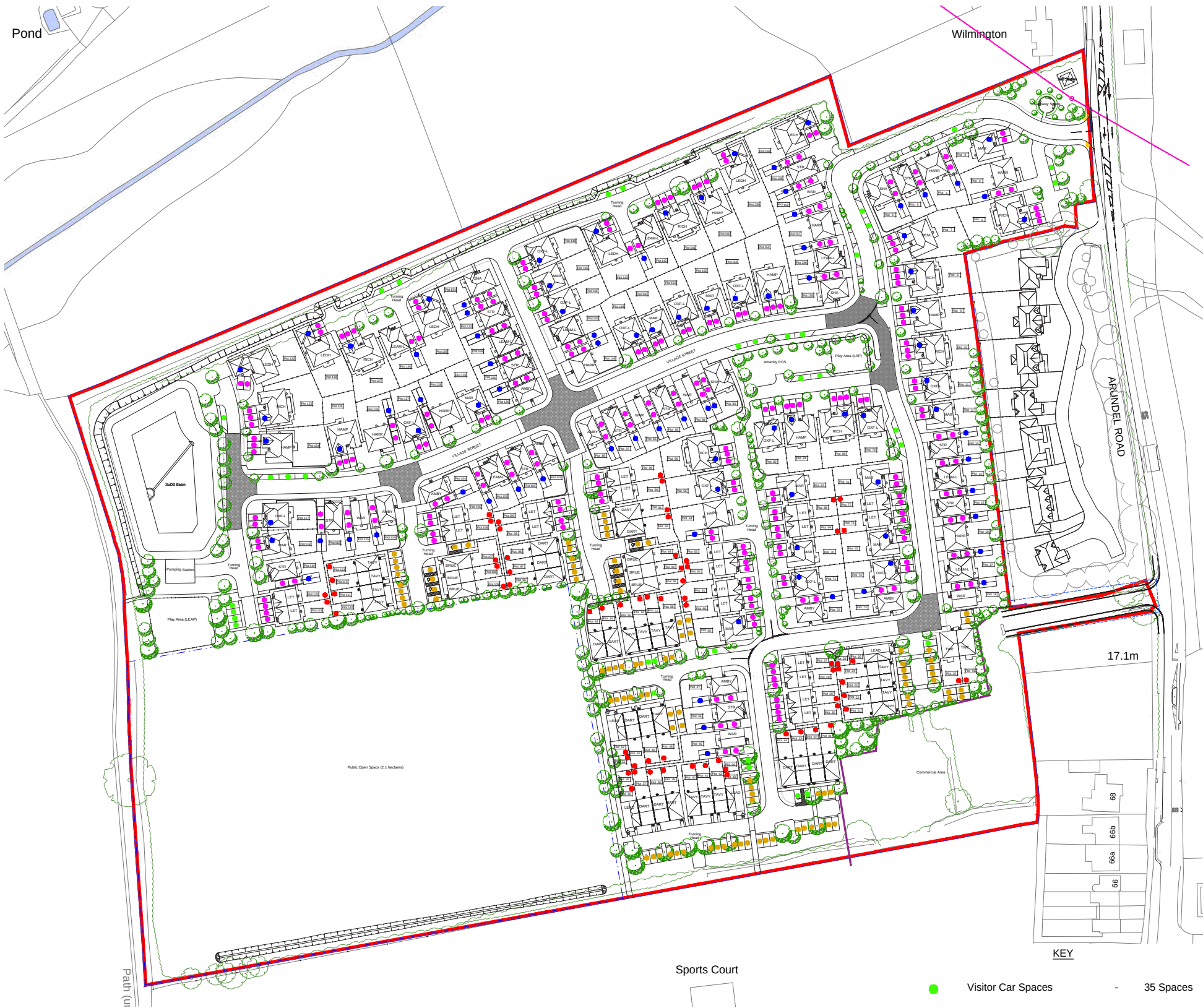
Key Points:

- Garages where provided will count as 0.5 a space.
- Adequate visitor spaces will be provided across the development amounting to 20% of the total number of dwellings. This will also be influenced by the number of unallocated spaces.
- Provision of spaces for disabled people and for motorcycle parking will be made in accordance with Manual for Streets.
- Where M4(2) and M4(3) dwellings are provided, increased parking space proportions will be designed in, as necessary. Parking spaces provided for the M4(3) dwellings will be a total of 3.6 metres in width allowing for a 1.2 metre wide transfer zone and 5 metres in length.
- In line with policy a percentage of properties across the site should be provided with Electric Vehicle charging capability.

Cycle Parking and Storage Provision

Provision for cycle storage for the new homes will be provided to meet Arun District Council’s recommended standards. This should be as follows:

- Where provided in private garages, cycle storage must allow cycles to be removed without the need to drive out a parked car.
- Where properties are not provided with a garage a shed will be provided for cycle storage within the rear garden.
- Where drives are used for the movement of cycles or bins minimum driveway widths should be 3.0m.
- Should generally be ‘Sheffield’ stands or similar.



Parking distribution plan