

Character Evaluation – Recent Cala Homes Development

The main material palette is:

- Mixture of 2, 2.5 & 3 storey housing.
- Mixture of detached, semi-detached and terraced housing.
- Dwellings sit back slightly from the back of footway.
- Mixture of parking located to the front or side of dwellings.
- Some dwellings have detached garages.

Material Palette:

- Orange facing brickwork.
- Mixture of Brown and Grey roof tiles.
- White render on feature units.
- Light blue timber boarding on feature units.
- Black Rain water goods.
- White Fascia's.
- White PVC windows with horizontal bars.
- Black Front doors.

Boundary Treatments:

- 1.8 meter high Brick Screen walls to external boundaries.
- 1.8 meter lap board fencing.
- Grass with planting features.



Character Evaluation – Adjacent to the Site

The main material palette is:

- Predominantly single storey bungalows.
- Predominantly semi-detached or detached housing.
- Dwellings sit back from the back of footway.
- Parking located to the side of housing leading to garages.

Material Palette:

- Mixture of Red and Orange facing brickwork.
- Mixture of Brown and Grey roof tiles.
- Variety of render.
- Some timber boarding.
- White Rain water goods.
- White Fascia's.
- Some brick eaves and corbelling.
- White PVC plain casement windows replaced over time.
- Predominantly white Front doors.

Boundary Treatments:

- Dwarf walls to frontage.
- Grass with planting features.



Character Summary

As shown on by previous pages of analysis, the local vernacular / character of Angmering has a wide variety of architectural styles (dependent on the era of build), leading to an eclectic mix of dwellings, with a range of architectural detailing, massing and facing materials.

The choice of house types have been carefully considered to deliver a mix that will meet local housing needs. A range of units including terraced, semi-detached and detached houses, as well as maisonettes, will form a development suitable and appropriate to area. A complementary material palette has been chosen for the scheme, sympathetic and complementary to the area of Angmering. We therefore consider house types to be compatible to the traditional village of Angmering.

Design Proposals

Design Concept

Refused Scheme - November 2021

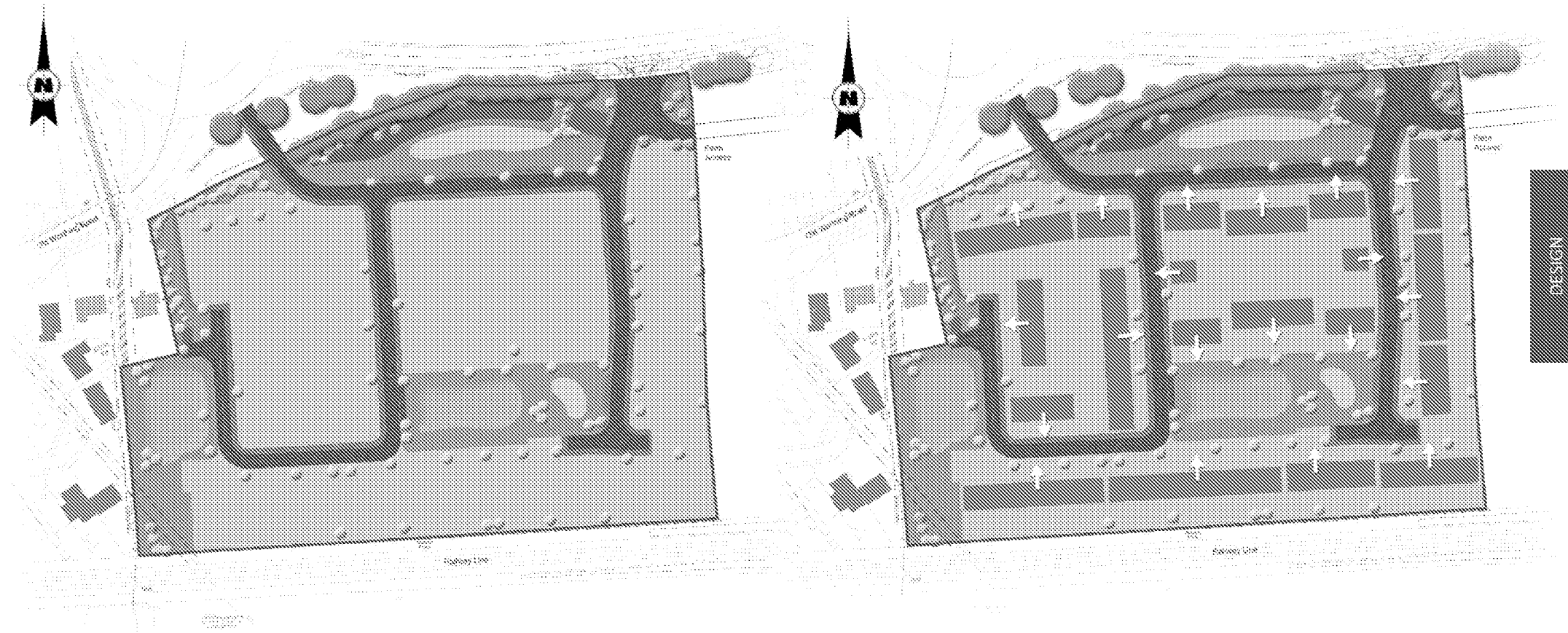
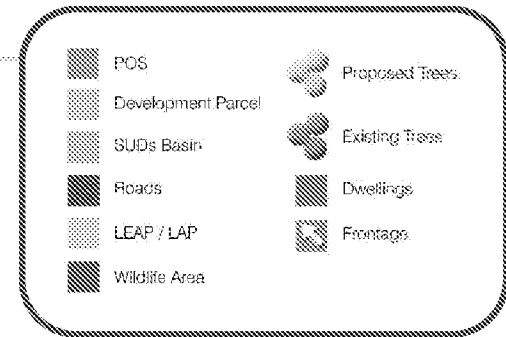
Proposed Scheme - February 2022

Proposed Scheme - Detailed Layout

Arun Design Guide

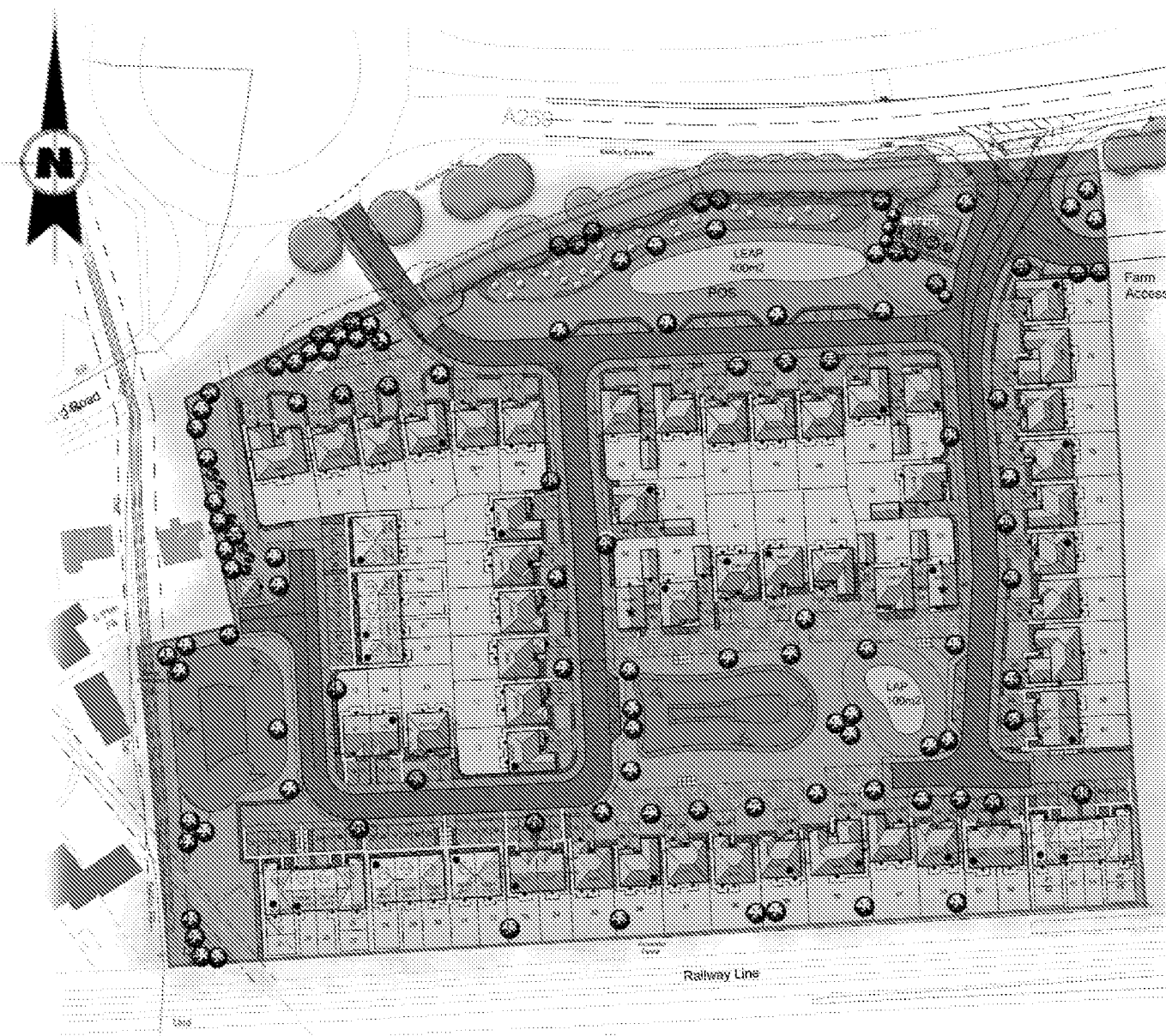
Design Concept

Analysis of the site constraints and context informed the concept plans which developed into the scheme submitted in August 2021 (Ref: A/168/21/PL). The site is to be accessed from the A259, with an additional one way access from the nearby roundabout. Development parcels are to back on to the railway line to the South of the site and the farm land to the East. The central parcels form perimeter blocks which front out on to the public open space. Parcels of POS are dispersed throughout the site. SUDs ponds are to be located in the POS to the West of the site and in the centre. A wildlife area is to be located at the North of the site along with a LEAP. A LAP will be located at the centre of the development.



DESIGN
PROPOSAL

Refused Scheme – November 2021



The adjacent layout shows the original scheme submitted in August 2021. This application (Ref: A/168/21/PL) was refused by Arun District Council in November 2021. Key reasons given for the refusal include:

- The site is located outside of the existing settlement boundary of Angmering defined by the Arun local plan, and is located in the East Preston to Ferring 'Gap between Settlements'. The council felt that the proposed scheme would have a negative impact on the gap and the views from the East, facing towards site.
- The proposed development, which backs onto the railway line along its Southern boundary, was considered to have a negative impact on the existing settlement gap (particularly as the Southern most development parcel, which backs onto the railway line, was considered to have a negative impact on the existing settlement gap when viewed from the South).
- Other reasons for refusal included requirements for additional information regarding highways and drainage.

DESIGN
PROPOSAL

A924_03_Rev W_Planning layout – Refused November 2021 (Ref: A/168/21/PL)

100m South of 100m Angmering

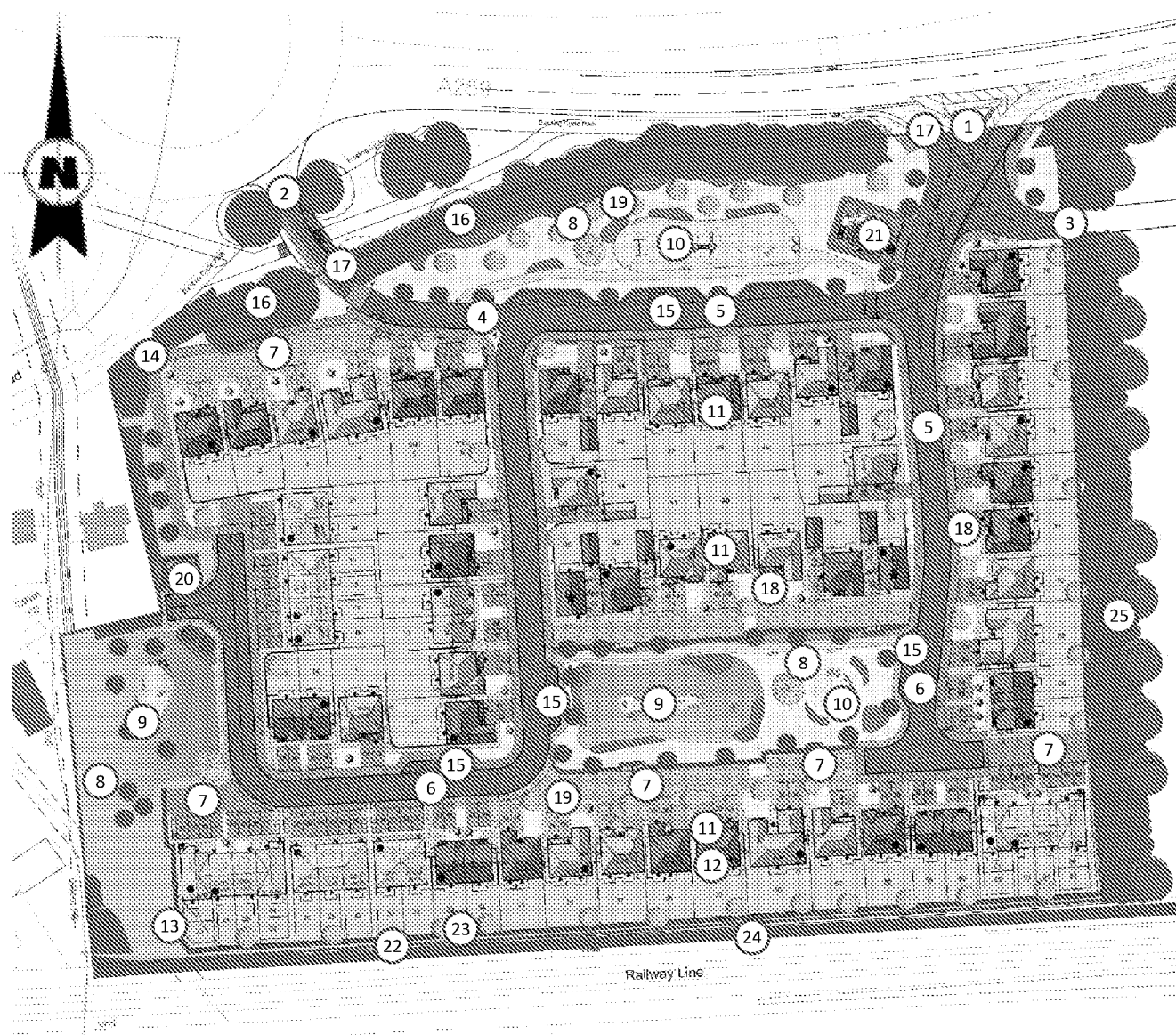
Proposed Scheme – March 2022



The adjacent layout shows the proposed scheme being submitted as part of this application, which has been revised to address the comments made by Arun district council on the refused scheme. Key changes that have been made to the scheme include:

1. A 10m landscape buffer has been added to the Eastern site boundary (it will sit just outside of the red line on land that is also in the Land owners control). This 10m buffer, which will include trees and planting, will help minimise the impact of the development on the existing settlement gap obscuring and creating a better outlook more fitting with the rural village edge of Angmering.
2. The run of dwellings along the Southern boundary has been lifted, creating a 2m buffer between the dwellings and the site boundary. This area will be landscaped to reinforce the existing hedgerow (running along the Southern site boundary), minimising the impact of the proposed scheme on the existing railway.
3. Trees will be planted in the rear gardens of dwellings along the Southern boundary, to break up the massing of the proposed development, helping to create a more rural feel and minimising the impact the new dwellings will have on views from the south.
4. The mix and position of dwellings is very similar to the original scheme, with some minor changes caused by lifting the Southern most development parcel.
5. The site access road off of the roundabout has been adjusted slightly in accordance with engineering comments.
6. Additional planting is to be provided around the substation and pumping station to better shield them from the site surroundings.

Proposed Scheme - Detailed Layout



A1004_Planning layout – Proposed Scheme

1. Main site access off of the A259.
2. One way site entrance off of roundabout.
3. Farm Access Road to be provided.
4. Road feature and signage to discourage left turn towards one way site entrance.
5. Primary Roads, 5.5m wide with 2m kerb.
6. Secondary Roads, 5.5m wide with 2m kerb. (Kerb to one side of road only).
7. Private Drives, 4.5m+ wide. Majority of private drives are block paved to denote a change in street hierarchy.
8. Pockets of landscaped public open space are dispersed throughout the site.
9. Drainage basins within POS.
10. Play areas (LEAP and LAP) within POS.
11. Houses fronting on to areas of POS.
12. Houses backing on to the existing railway line -- acoustic fencing to be provided to protect dwellings from noise.
13. 7.2m standoff from overhead cables.
14. Connection to existing pedestrian routes.
15. Visitor Parking is to be dispersed across the site to minimise on street parking.
16. Existing trees and hedges are to be retained where possible.
17. Some existing trees and hedges will be removed to allow access to the site.
18. Majority of dwellings have on plot frontage or side parking to allow passive surveillance over vehicles.
19. New landscaping will be provided through out the development to enhance POS and streets.
20. Location of Substation.
21. Location of Pumping Station.
22. 2m landscape buffer will be provided along the Southern boundary to provide separation between the development and the railway.
23. Trees provided in gardens along Southern boundary to break up the massing of the development when viewed from the railway.
24. Retention of existing hedgerows along Southern boundary.
25. 10m landscape buffer added to the Eastern site boundary to minimise the impact of the development on the Settlement Gap.

Arun Design Guide

The Arun Design Guide sets out the Council's expectations for new developments. The following pages describe how the proposed scheme responds to relevant sections of the design guide.

E: Natural Environment

The proposal seeks to maintain and enhance existing landscape features (such as trees and hedgerows) where possible. Development fronts on to the pockets of public open space which are distributed throughout the site. POS contains new planting, play areas and SUDs basins. A 10m landscape buffer will be provided along the Eastern site boundary, to help minimize the impact of the development on the settlement gap. A 2m landscape buffer will also be provided along the Southern site boundary to reduce the impact of the development on the railway. Trees will be planted in rear gardens help break up the massing of the development, creating a more rural feel.

F: Movement Framework

Vehicular and pedestrian routes connect to the existing transport network. Street hierarchy is defined by changes in surface materials and footpath provision. Widths, grading and surfacing of pedestrian routes have been selected to ensure accessibility and ease of movement.

G: Built Structure & Development Plots

The scheme, a residential development, will have access to the existing commercial / employment facilities of Angmering. The density of the scheme will be similar to nearby residential areas and the layout will integrate into surrounding development. Where possible development parcels are arranged in blocks to allow for defensible private space. Streets are designed to be legible, with attractive and varying building frontages adding interest.

H: Welcoming Streets & Spaces

Streets predominantly incorporate active frontages, providing easy access to the street and allowing natural surveillance from habitable rooms. Brick walls will be used on exposed boundaries to enforce a greater separation between public and private space. Streets will be enhanced with landscaping features. Bins will be stored in the rear gardens of dwellings and brought to the street for collection.

The scheme provides a mixture of public and private amenity space. Public Open Space is dispersed throughout the development and enhanced with new landscaping features. The scheme aims to provide each dwelling with an appropriately sized and shaped private garden.

I: Parking Strategy

Parking spaces comply with Arun district councils parking standards. Each one bedroom dwelling is provided with 1 parking space and all 2, 3 and 4 bedroom dwellings are provided with 2 parking spaces. In addition to this larger detached houses are also provided with integral or detached garages. The majority of parking is on plot, with predominantly frontage parking being used to ensure that residents have surveillance over their cars. Gardens break up drives of the larger detached houses ensuring that the majority of streets are not car dominated. Visitor spaces have been dispersed throughout the site to avoid roads becoming obstructed by parked cars.

Cycle storage is provided for dwellings, either within detached / integral garages or dedicated sheds provided in rear gardens.

Arun Design Guide

J: Building Design

The Character evaluation undertaken in this document highlights that the proposed scheme will respect the existing character of Angmering in terms of materiality, detailing, scale, massing, building type and form. The scheme aims to create an appropriate transition between the development and surrounding area, with plots out (across the POS) on to the A259. Plots backing out onto the site boundaries will be shielded by landscape buffers. A 10m landscape buffer to the East, will be provided to create a more appropriate countryside transition. A 2m landscape buffer will be used to shield the development from the railway. Trees will be planted in rear gardens to break up the massing of the proposed scheme, creating a more rural feel. Acoustic fences will be used to reduced the impact of noise from nearby railway line on the proposed development.

K: Climate Change & Sustainability

The development will achieve sustainability building construction in line with current Building Regulations.

L: Ensuring Quality

The development will use a materials palette and detailing that is in keeping with the local area. Materials are to be of a high quality and durability.

S: New Homes

The scheme will provide a mixture of houses and maisonettes, ranging between 1 and 4 bedrooms to meet the needs of the local area. A mixture of detached, semi detached and terraced housing will be available to suit a range of households. There will be a 30% affordable homes provision, split between affordable rent and shared ownership.

Development Form

The Proposal

Scale

Occupancy

Tenure

Enclosures

Acoustics

Character

Materials

Street Scenes

Movement Network

Street Hierarchy

Parking

Cycle Storage

Refuse Collection

Drainage

Sustainability

Community Safety

The Proposal

This section of the document will establish key design principles of the layout including Use, Amount, Access, Layout, Scale, Appearance and Landscaping.

The application proposes a new high quality residential development of 76 dwellings, 53 of which are private market dwellings, 6 are shared ownership dwellings and 17 are for affordable rent.

The proposed development will also include associated access roads and footpaths, parking for residents and visitors, private amenity space, public open space, drainage and new landscaping. Additional landscaping buffers have been included in this revised application to help reduce the impact of the proposed development on the adjacent settlement gap.

The proposed site layout responds to the character of the local area, while also reflecting the opportunities and constraints which have been discussed within this document.



Scale

The adjacent plan illustrates the massing of the proposed development. Like the original application, this proposal entirely consists of two storey houses / maisonettes with a small number of dwellings also having single storey detached garages. This is similar to the with the density and massing of developments in the surrounding areas, a requirement of the Arun Design Guide.

Dwellings predominantly consist of detached houses, but there will also be some examples of semi detached and terraced houses / maisonettes.

The arrangement and orientation of dwellings has been carefully considered, this will limit the impact upon existing surrounding structures. Thus avoiding any undue effects of overlooking and loss of privacy of adjacent properties.

 1 Storey
 2 Storey



Occupancy

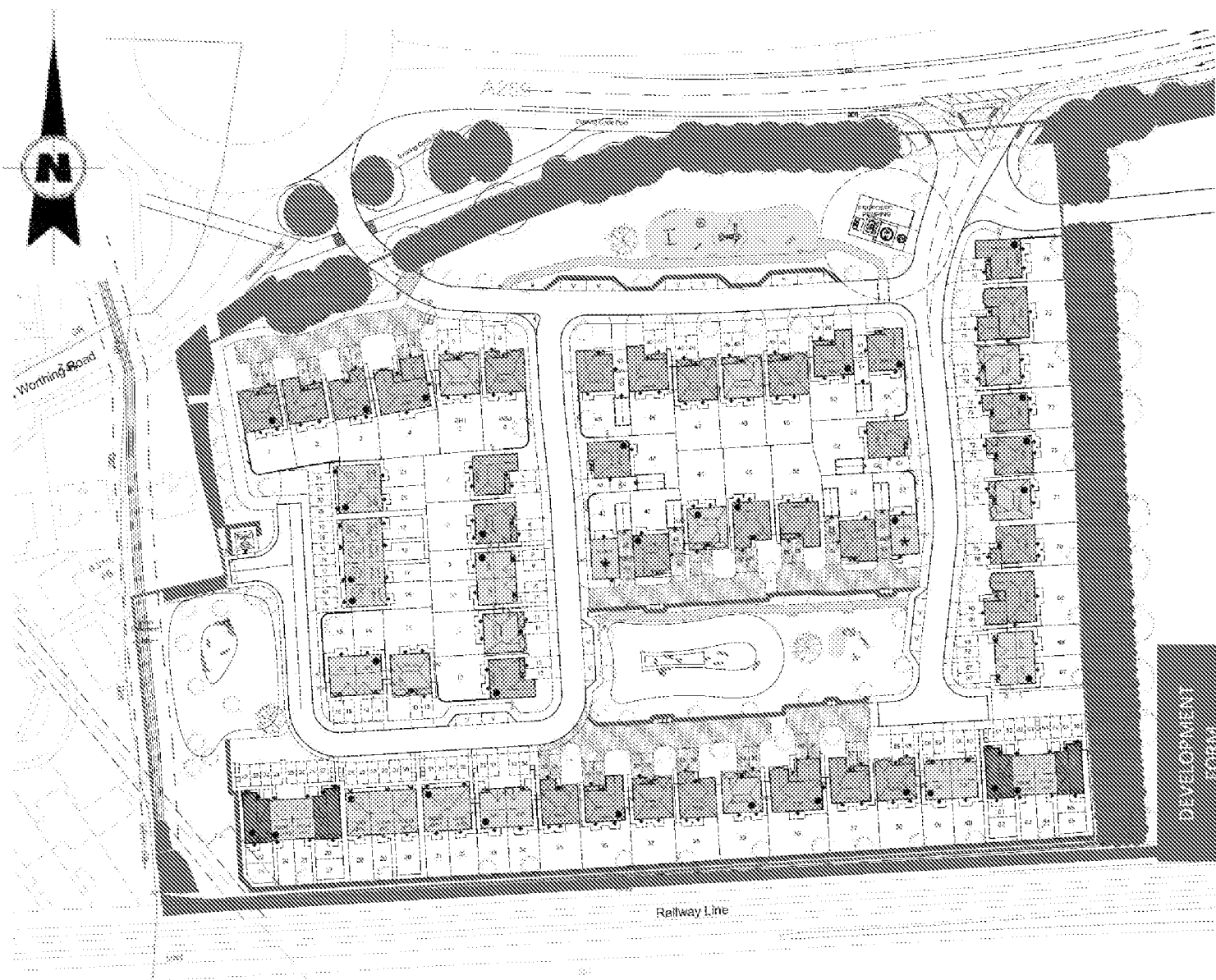
The adjacent plan illustrates the building occupancy of the proposed development.

The scheme features 12 no. distinctive home styles consisting of 2, 3 and 4 bedroom houses and 1 bedroom maisonettes; offering a wide choice to the local community. The proposals aim to disperse 3 and 4 bedroom dwellings across the development with 1 and 2 bedroom dwellings predominantly located on the site edges.

Dwellings predominantly consist of detached houses, but there will also be some examples of semi detached and terraced houses / maisonettes.

The proposal has almost the same mix as the refused scheme, but has 2no. more 2 bed units and 2 no. less 4 bed units due to the parcels being reduced slightly, allowing space for the 2m buffer along the Southern site boundary.

-  1 Bedroom Dwelling - 8 Units
-  2 Bedroom Dwelling - 18 Units
-  3 Bedroom Dwelling - 17 Units
-  4 Bedroom Dwelling - 33 Units



DEVELOPMENT
FORM

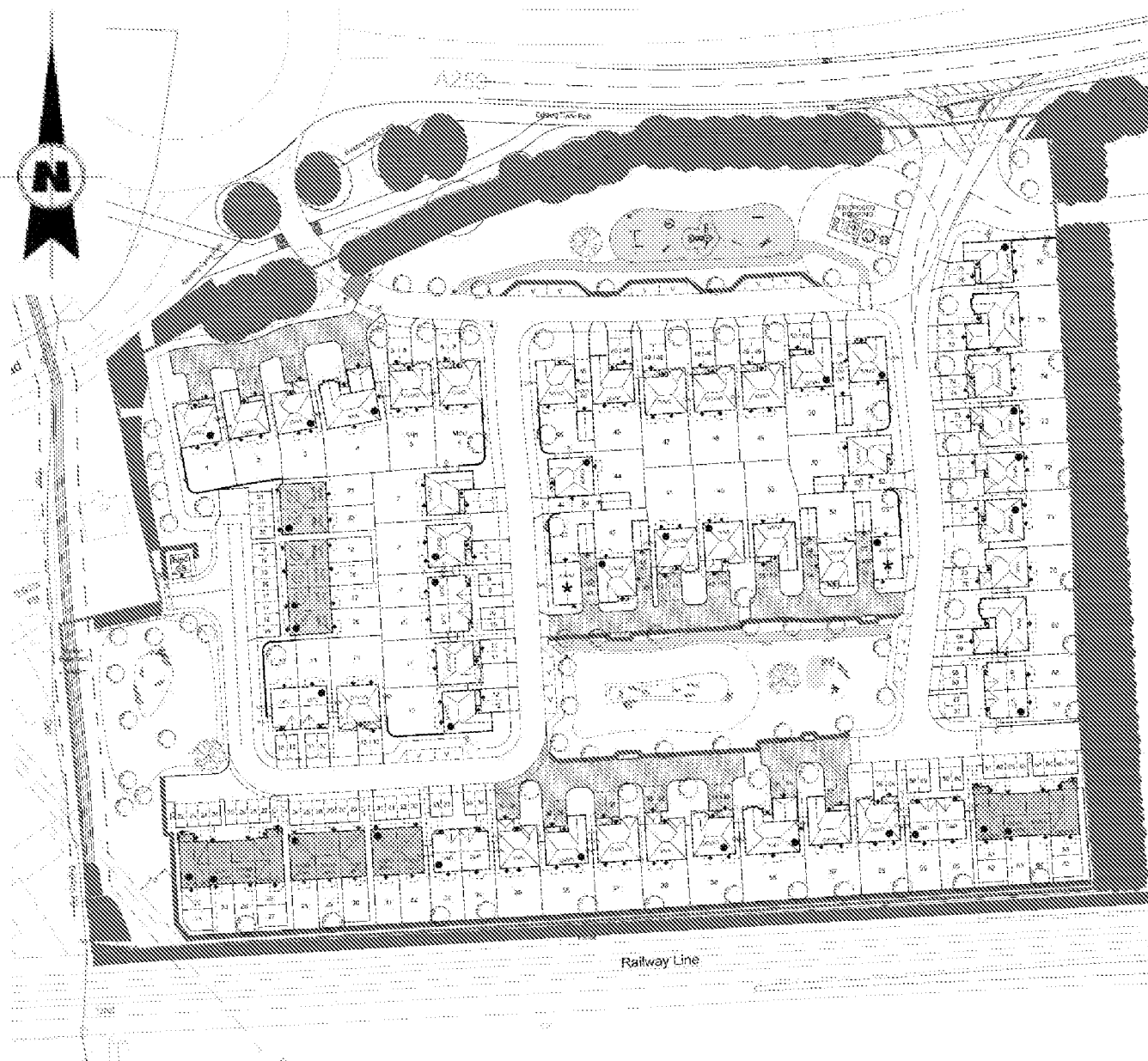
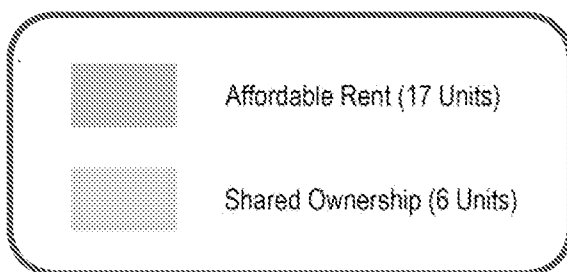
Tenure

The adjacent Tenure plan shows the envisaged mix of private and affordable dwellings spread across the site. The mix and location of affordable houses is identical to the original application.

53 no. private dwellings, in a range of 8 dwelling styles are provided in the scheme. These consist of 2, 3 and 4 bedroom detached and semi detached houses.

Affordable units make up 30% of dwellings provided across the whole scheme, with 23 dwellings, in 4 dwelling styles, allocated as affordable. This consists of 6 shared ownership dwellings and 17 dwellings for affordable rent. Affordable units include 2, and 3 bedroom semi detached / terraced houses and 1 bedroom maisonettes.

Affordable properties are tenure blind in appearance and predominantly located on the South and West site boundaries.



Enclosures

The following Enclosures Plan shows the proposed boundary treatments. Boundary treatments in this application closely follow the original application.

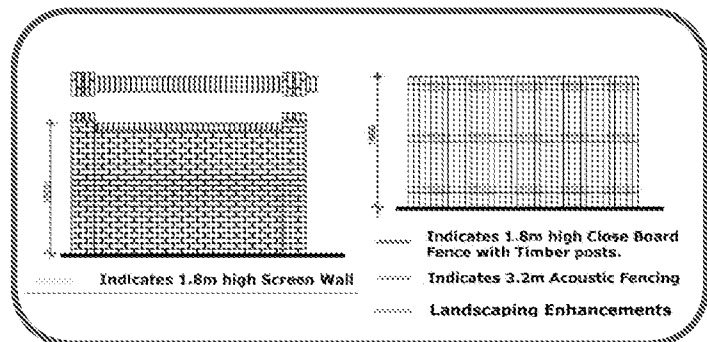
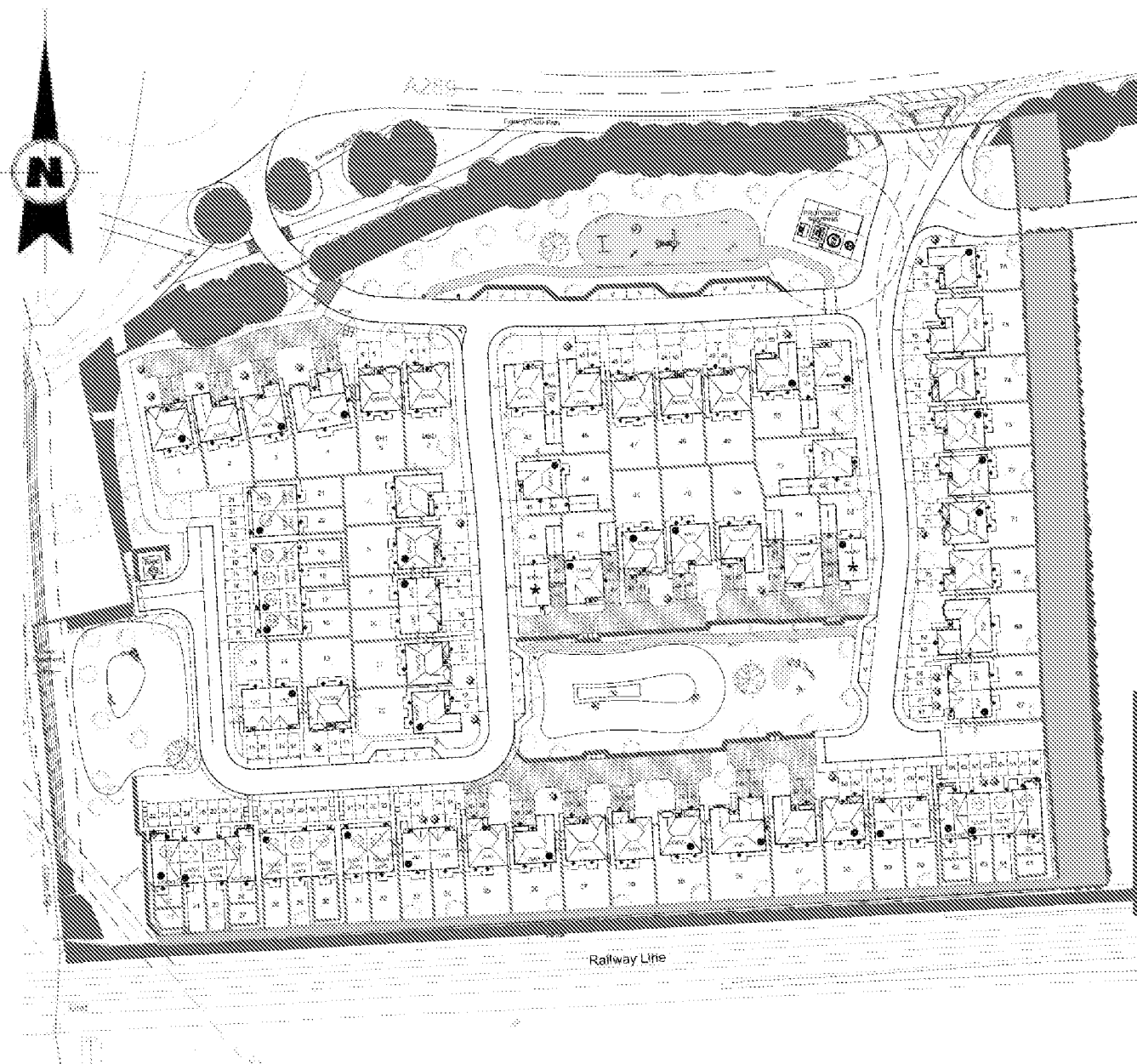
All private treatments considered exposed to the public realm and open spaces will be provided as feature brick screen walls of 1.8m height to help demarcate between public and private realm.

Close board fencing with timber post detailing at 1.8m heights are provided to appropriately screen between dwellings.

All properties ensure securely gated entrances located close to the frontage of properties to avoid unlit access ways which maintain user privacy, safety and design out opportunities for crime.

A 3.2m acoustic fence will protect dwellings along the Southern boundary from the noise of the nearby railway line. Enhanced landscape buffers will be provided along the South and East site boundaries to shield the surrounding countryside from the development.

For details of fencing used in the POS, such as around the LAP, LEAP or wildlife area, please refer to landscaping drawings.



Acoustics

The noise impact assessment provided by 24 Acoustics LTD indicated that provision of a 3.2m acoustic fence along the southern boundary, wrapping around the gardens of plots 22 – 39 and 56 – 66, would be sufficient to protect these external amenity spaces from the noise of the railway. This would keep the noise in private amenity spaces to a maximum of 55DB. Windows and vents for these properties will need to be specified to provide sufficient sound protection to internal spaces, do ensue that noise does not reach more than 35DB.



Character Summary

Materials, Hard Surface Treatment and Architectural Styles Palette:

Character Summary Design Points

- 2 storey dwellings.
- Dwellings predominantly have frontage parking with integral garages but some have side parking and detached garages.
- Predominantly red or orange stock bricks, which respect the character of the local area. Yellow brick used on select plots.
- Chalk white render, tile hanging and boarding is used on some plots to add variety and character to the streets.
- Mix of brown and grey roof tiles.
- White window frames / fascia. Black rain water goods. Range of door colours.
- Pockets of open space to create visual contrast to the built up streets.
- Linear building group patterns
- High quality traditionally designed homes sympathetic to the local area.

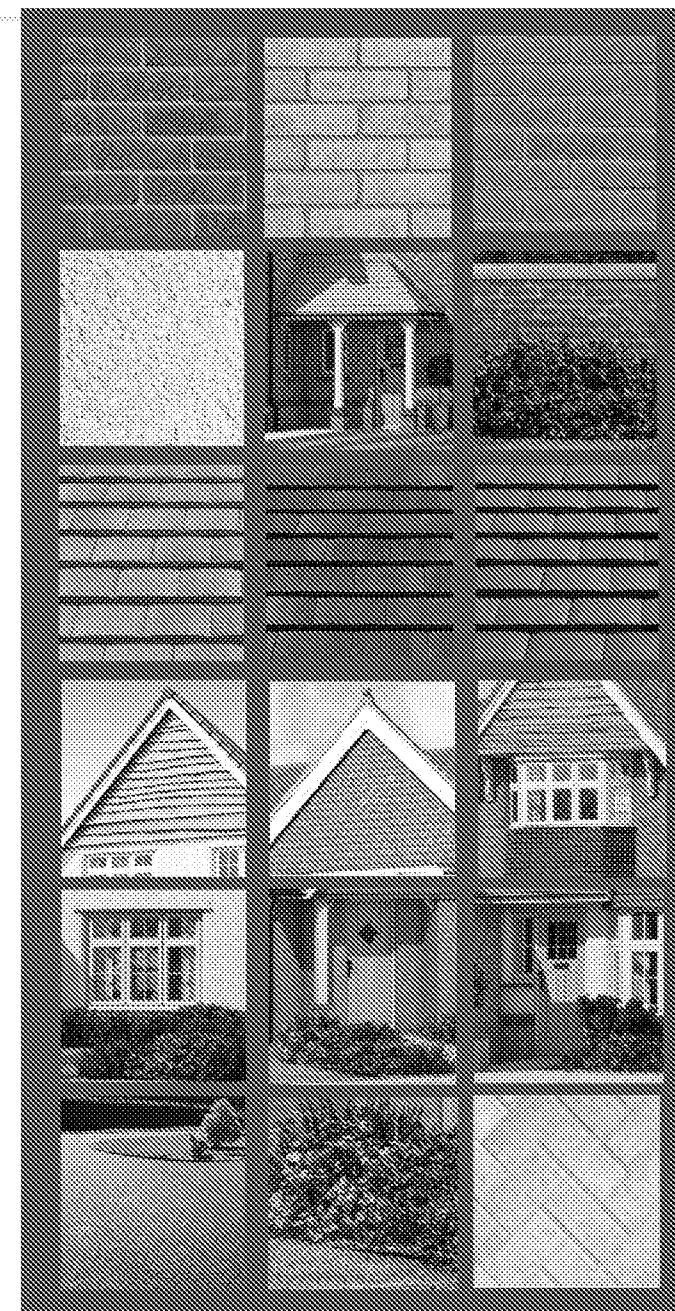
Character and Appearance

Redrow Homes plan to provide high quality, family homes that correspond with the local vernacular. The site will make use of existing landscaping to create beautiful green spaces for recreational use.

The scheme aims to deliver houses of a traditional architectural design and materials palette in keeping with the character of Angmering.

The scheme will be designed cohesively in terms of urban built form, heights and architectural features. However dwellings will feature a variety of detailing such as different window and door styles, canopy styles and some plots featuring render, tile hanging or boarding. This adds variety and character to the streetscape.

Roads and drives are to be tarmac, however some shared private drives will be block paving in 'Autumn Gold', to indicate a change in road hierarchy. Streets and front gardens will be enhanced with soft landscaping.



Material Palette

Careful consideration has been given to the application of materials in order to reflect the traditional character of Angmering. Facing bricks are to be a mixture of red, orange and yellow. Roof tiles are to be brown or grey. Additionally some plots will feature white render, vertical tile hanging or waney edge timber boarding to add character and variety to the street scape. Door colours include a mixture of blue, beige, green and white. Window frames and fascia are to be white. Rain water goods are to be black. Materiality of the revised application follows that of the original application.



Material Legend

Facing Materials:

	Red Thames Valley or similar approved
	Orange Peworth Multi-Spoke or similar approved
	Yellow Sawmills Yellow Stroke or similar approved
	Dark Red Lalor Red - Detail Brick or similar approved
	Render White Stonehouse Chalk White - Rough Cast Finish or similar approved
	Vertical Tile Hanging Concrete Plain Tile (Contrasting Roof)
	Waney Edge Timber Boarding

Roof Tiles:

	Brown Russell/Lutban Buck's Garage or similar approved
	Grey Russell/Lutban Buck's Garage or similar approved
	Dark Grey Russell/Lutban Buck's Garage or similar approved

Door Colours:

	Stone Green (N4380C) or similar approved
	Tobacco Blue (N73394) or similar approved
	Horizon Blue (N4380C) or similar approved
	Stone Green (N4380C) or similar approved
	White or similar approved

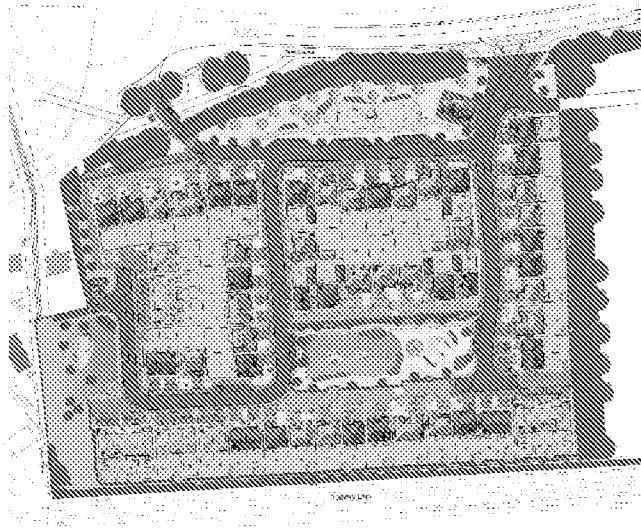
Walling Boundary Treatment:

	Black Wall - Detail Thames Valley Brick or similar approved
	Black Wall - Detail Peworth Multi-Spoke or similar approved

Plot Handings:

	Indicates approved turned plot
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Street Scenes



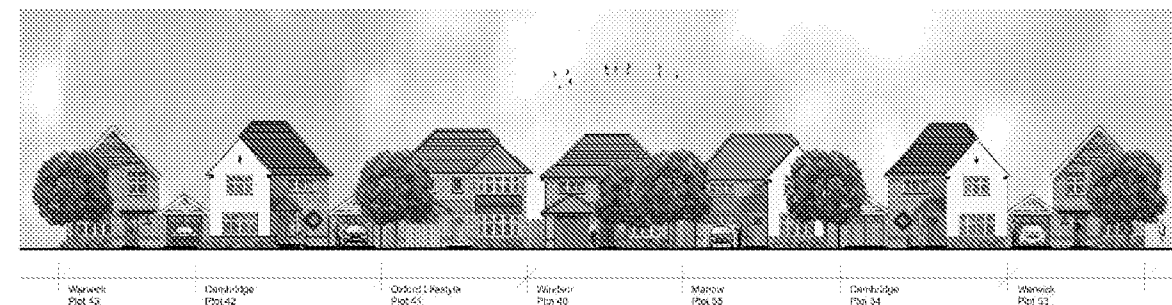
The following street scenes show the mix of proposed dwellings, with varying built form, massing, roof configurations, materiality and elevational treatments, which creates a varied streetscape with interest and character.



Street Scene AA - Part 1



Street Scene AA - Part 2



Street Scene BB

Movement Network

The movement network of the development includes both vehicular and informal pedestrian connections.

The site has two access points, the main access off of the A259 and a one way entrance off of the nearby roundabout. An additional 'farm access' is provided to the land East of the site.

Vehicular and pedestrian routes connect to the existing transport network. Street hierarchy is defined by changes in surface materials and footpath provision. Widths, grading and surfacing of pedestrian routes have been selected to ensure accessibility and ease of movement. The movement network of this revised application closely follows that of the refused scheme.

-  Primary Roads
-  Secondary Roads
-  Farm Access
-  Private Drives
-  Pedestrian Routes



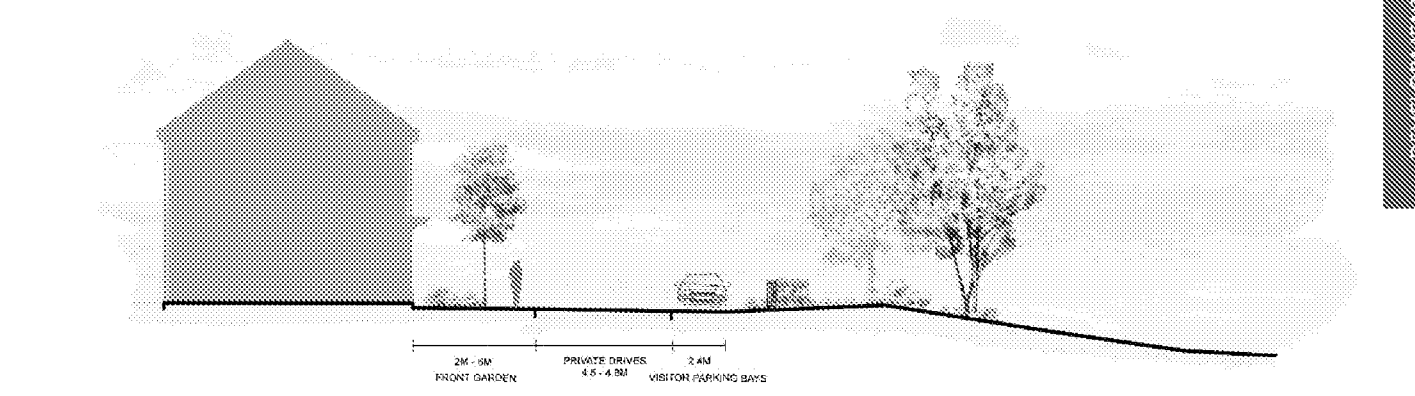
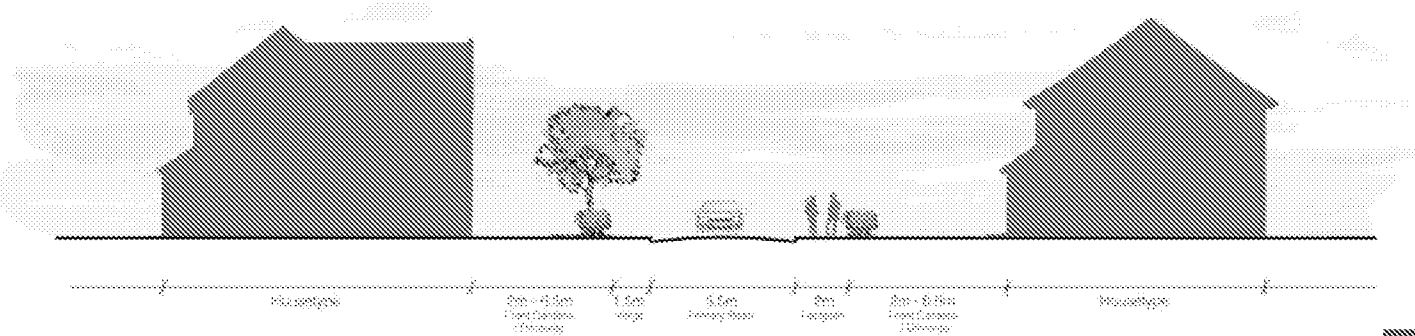
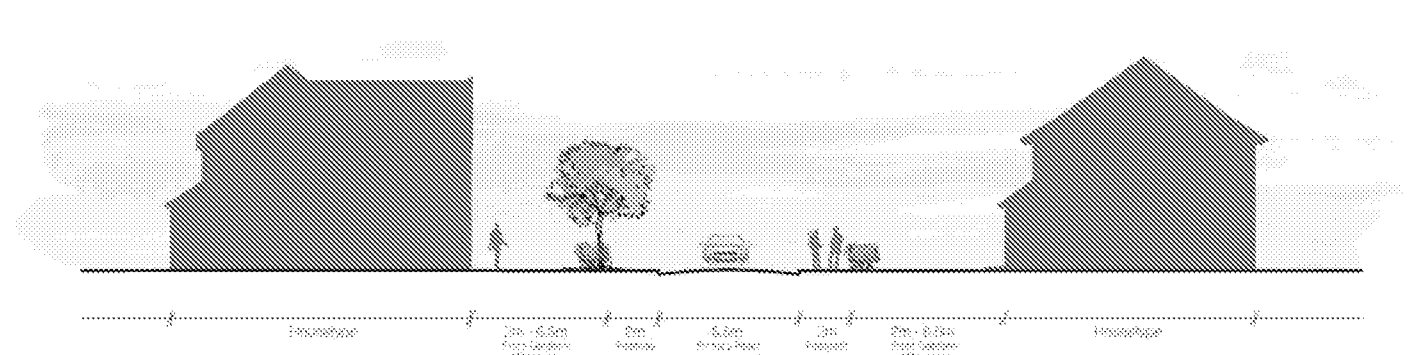
DEVELOPMENT
FORM

Street Hierarchy

Street Type	Primary Street
Carriageway Width	5.5m (Refuse Tracked)
Footway	2m on both sides where development is on either side of the road. 2m on one side where development fronts onto Public Open Space.
Adoptable Highway	Adoptable Standards
Verge	1.5m where development fronts on to POS
Parking Typology	Predominantly Frontage Parking with integral garages. Some side parking with detached garages. On street visitor parking.
Street Lighting	Column Lighting (in adopted highway)
Service Strip	Within footways

Street Type	Secondary Street
Carriageway Width	5.5m (refuse tracked)
Footway	2m footway on one side of the road.
Adoptable Highway	Adoptable Standards
Verge	1.5m
Parking Typology	Predominantly Frontage Parking with integral garages. Some side parking with detached garages. On street visitor parking.
Street Lighting	Column Lighting (in adopted highway)
Service Strip	Within footway or service verge

Street Type	Private Drive / Shared Surface
Carriageway Width	4.5m+
Footway	No
Adoptable Highway	Unadopted
Verge	No
Parking Typology	Predominantly Frontage Parking with integral garages. Some side parking with detached garages. On street visitor parking.
Traffic Calming	Narrowing widths / parallel Visitor Parking
Street Lighting	Low level lighting within development fbc
Service Strip	Within carriageway margin



DEVELOPMENT FORM

2020 South of 2007 Engineering

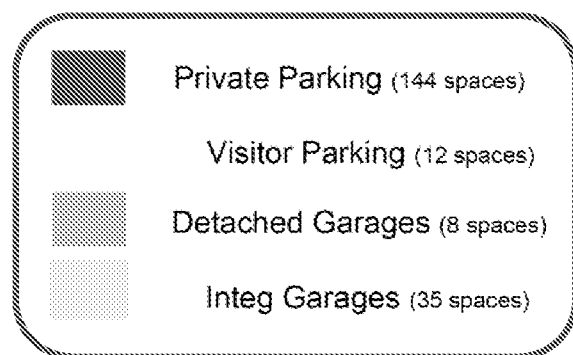
Parking

Parking spaces comply with Arun district councils parking standards. Each one bedroom dwelling is provided with 1 parking space and all 2, 3 and 4 bedroom dwellings are provided with 2 parking spaces. In addition to this larger detached houses are also provided with integral or detached garages.

The majority of parking is on plot, with predominantly frontage parking being used to ensure that residents have surveillance over their cars.

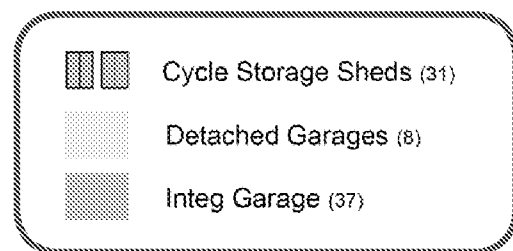
Front gardens break up drives of the larger detached houses ensuring that the majority of streets are not car dominated.

12 Visitor spaces have been dispersed throughout the site to avoid roads becoming obstructed by parked cars, this is in line with in line with the parking standards stipulated in Arun District design guide SPD. Parking of the this revised scheme closely follows that of the original scheme.



Cycle Storage

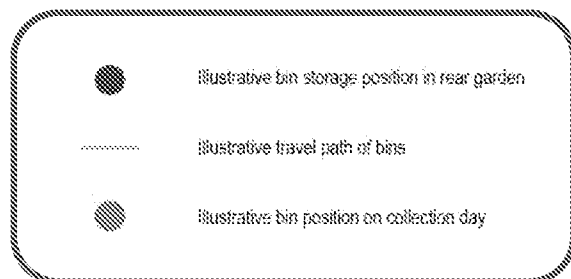
Areas for cycle storage will be provided for each dwelling. Detached houses will be able to store cycles in their garages (either integral or detached). Semi detached and terraced houses / maisonettes will be provided with cycle storage sheds in private gardens. Cycle storage on the this revised scheme closely follows the original application.



Refuse Collection

The following Refuse Plan highlights the travel routes between bin storage and collection points.

Bins will be stored in the rear gardens of dwellings and brought to the street for collection. Where there is no kerb, such as properties off private drives, collection points are provided. Refuse collection on the revised scheme closely follows the original application.



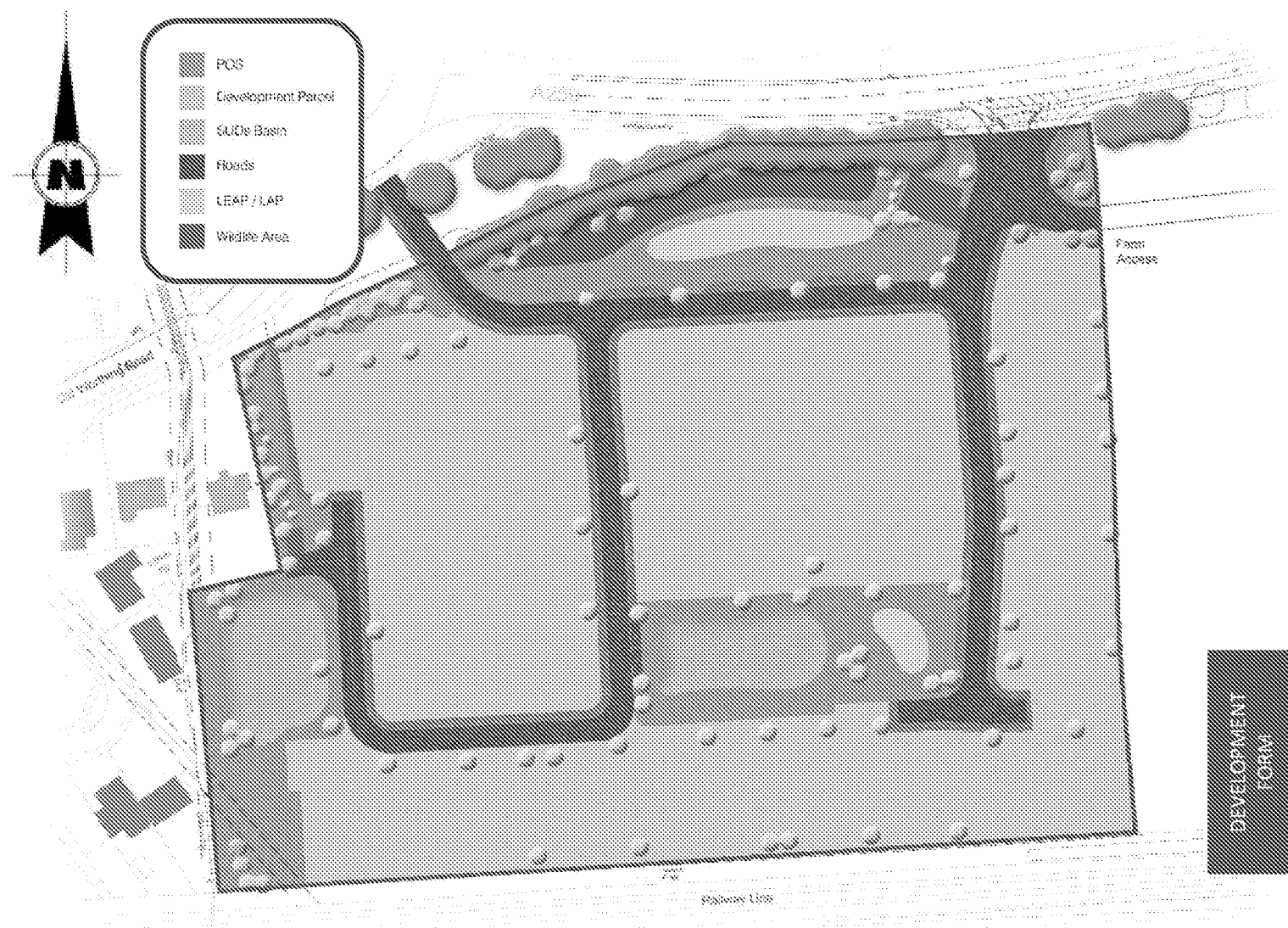
Drainage

The flood risk assessment carried out by Abley Letchford Partnerships determined that the site has a 'low risk' of flooding from 'Fluvial', 'Pluvial' and ground water sources.

To manage surface water run off from impermeable roads, paths and driveways, the new development will utilise trapped gullies, pipes and sustainable drainage features. Areas of permeable paving will also reduce the risk of surface water flooding.

Two attenuation basins will be provided within the POS to protect the development, one located near the site's Western boundary and another located in the central pocket of open space.

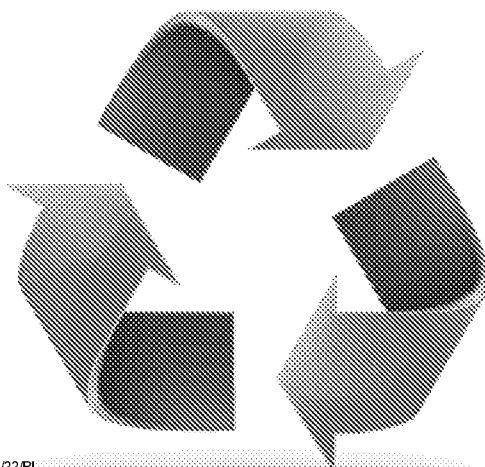
As well as protecting the development from flooding these basins will act as features within the POS, and the areas surrounding them will be enhanced with new soft landscaping and planting.



Sustainability

The development will achieve sustainability building construction in line with current Building Regulations. The development will also seek to:

- Enhance the existing habitat and create new habitat through the retention of and supplementation of existing trees / hedgerows (where possible) and the provision of new native planting throughout.
- Improve energy efficiency through siting, design and orientation of buildings.
- Use simple traditional construction detailing and materials to achieve a robust and high quality build.
- Use of building materials where possible capable of being recycled.
- An element of construction waste reduction or recycling.



Community Safety

Government policy makes clear that a key objective for new developments should be that they create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion. This policy is set out in the document 'Safer Places: The Planning System and Crime Prevention' (February 2004, ODPM and the Home Office) and Manual for Streets.

The guidance is based on seven attributes of sustainable communities particularly relevant to crime prevention. These attributes have emerged from in-depth research into crime prevention and urban design practice and theory. The seven attributes of sustainable communities relevant to crime prevention are:

1. Access and movement: places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security;
2. Structure: places that are structured so that different uses do not cause conflict;
3. Surveillance: places where all publicly accessible spaces are overlooked;
4. Ownership: places that promote a sense of ownership, respect, territorial responsibility and community;
5. Physical protection: places that include necessary, well-designed security features;
6. Activity: places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.
7. Management and maintenance: places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

A key aspect of creating a safe and secure development will be to look at detailed areas with the Local Authority's Crime Prevention Design Adviser as the development is progressed through the application. At this stage the specific ways in which the proposals accord with six attributes relevant to crime prevention are as follows:

Access and Movement

All routes are designed to be well defined and overlooked by new development and active frontages. All routes are proposed to be direct and necessary allowing access to properties, public open spaces and leading to facilities and residential areas in the wider context.

Structure

The development will sit adjacent to the existing properties. Our proposal promotes social interaction with this scheme via utilization of an access road off this site, together with pedestrian connection. The built form and material palette will be similar to maintain the distinct character.

Surveillance

The movement network (vehicular, pedestrian and cycle routes) and all public spaces will be well defined and overlooked by surrounding development. Parking areas for private houses will be located predominantly to the front and side or rear of dwellings. No rear parking courts are proposed. Parking spaces will be visible from the dwellings that they belong to or overlooked by others, increasing opportunities for passive surveillance.

Ownership

The distinction between public and private space will be clearly defined by physical means such as boundary walls, fences, railings, hedges/ low level planting and surface treatments. Properties will face into streets allowing residents to get to know their neighbours and recognise their cars etc. -- engendering a sense of personalization and community spirit. Locating parking within the curtilage of the plot helps private parking to be defined. Where groups of on-street parking spaces are proposed, private and visitor car parking will be more clearly defined. Areas where parking is not permitted will be protected by physical means such as level changes, grassed or landscaped verges, changes in hard surfaces, timber bollards or knee rails.

Physical Protection

All buildings will be secured to the relevant standards as set out in Building Regulations or by the LPA. The option to exceed these standards will remain open to the applicants.

Management and Maintenance

A good quality public realm will be provided, stimulating human activity and influencing the behaviour of users. Dwellings within the site that are privately owned will be maintained by the individuals who own or occupy them. Affordable dwellings will be managed by public or private companies. Roads and footways will be designed to adoptable standards (based on Manual for Streets and Borough Guidance).

Conclusion

Summary and Conclusion

Summary and Conclusion

This document demonstrates that proposed development at Angmering can address the site constraints and be sustainable. It has addressed the concerns of the council listed in the refusal of the original application (Ref: A/168/21/PL) and follows the principles of the Arun Design Guide.

Location

Additional landscape buffers and planting enhancements have been provided to reduce the impact of the proposal on the adjacent 'Gap between settlements'. In addition to this, the massing of the scheme and the traditional detailing of dwellings will have no impact on long distance views (as confirmed in the 'Landscape and Visual Impact Assessment').

Character

The development will create its own identity within the area, respecting the character of its surroundings. The scale and massing, architectural detailing and materiality of the proposed scheme fits in with the eclectic character of Angmering.

Enclosure

The Public and private realm will be clearly defined by the use of landscaping, boundary treatments and materiality. Each dwelling will have access to private amenity space, and public open space will be dispersed throughout the development.

Ease of movement

The development will connect to the existing movement network, improve connectivity and provide new linkages to promote sustainable modes of transport. The clear and simple road hierarchy will create a legible and easy to navigate development.

Legibility

The development will have its own sense of place defined by the architectural detailing and visual form. Focal point features will address key locations, create identity and assist navigation.

Diversity

The development will provide variety of dwelling types to meet the needs of different households.

This Design and Access Statement has been prepared on behalf of Redrow Homes. It supports a full application for 76 dwellings total; of which 53 private and 23 affordable dwellings (6 shared ownership and 17 affordable Rent). The proposals also include associated access roads and footways, parking for occupants and visitors, private amenity spaces, public open spaces, new landscaping and drainage features.



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