

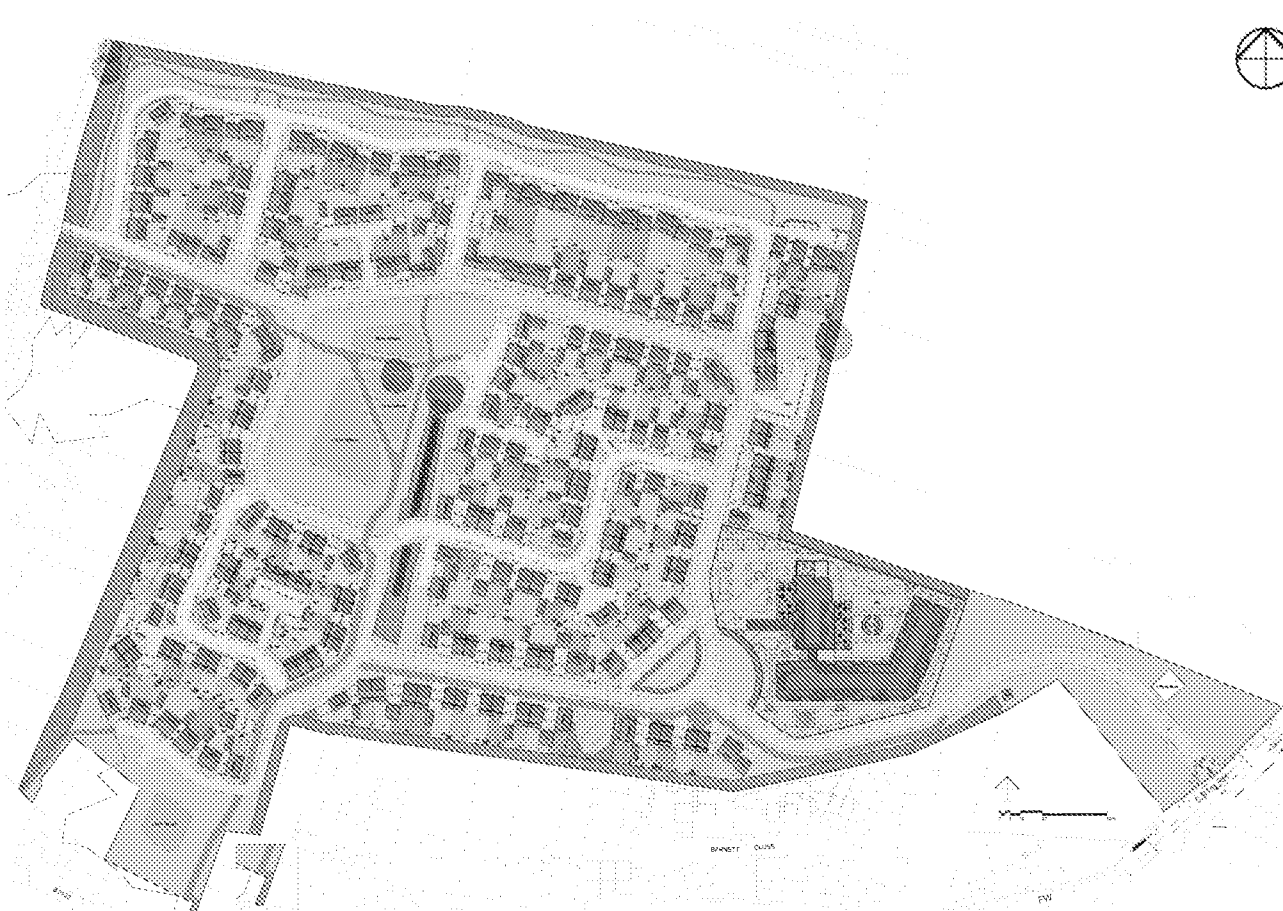
MASTERPLAN DESIGN

3.4 USE AND AMOUNT OF DEVELOPMENT

The proposal comprises residential development of 268 dwellings, ranging from one bed apartments to five bed houses of which 30% are Affordable housing.

- 1 Bed extra care apartment - 42
- 2 Bed extra care apartment - 18
- 2 Bed House - 7
- 2 Bed Flat - 11
- 3 Bed House - 75
- 4 Bed House - 107
- 5 Bed House - 8

3.5 MASTERPLAN DESIGN



3.7 Site Layout Plan

3.7

3.6 STREET STRUCTURE

The layout is designed as a network of vehicular and pedestrian/cycle connections.

The proposed vehicular access to the site is located via Fontwell Avenue.

The roads have been designed to include the following types:

Primary Access

Secondary Access

Shared Surfaces and Edge Lanes

Private Drives and Courtyards

PRIMARY ACCESS

This is the main route through the new development site. The first section was approved as part of the Outline Application and provides a 6.5m carriageway reducing to 4.8m in width, together with a 3m wide dedicated foot and cycle route on one side and dependent on location a 2m footway on the other.

Passing to the east the Primary Access extends into the site and includes a grass verge with street tree planting.

SECONDARY ACCESS

Similar in character, but without the verges the secondary access extends from the primary access to complete a loop route within the site. It is formed at 4.8m in width with 2m footways on each side.

SHARED SURFACES & EDGE LANES

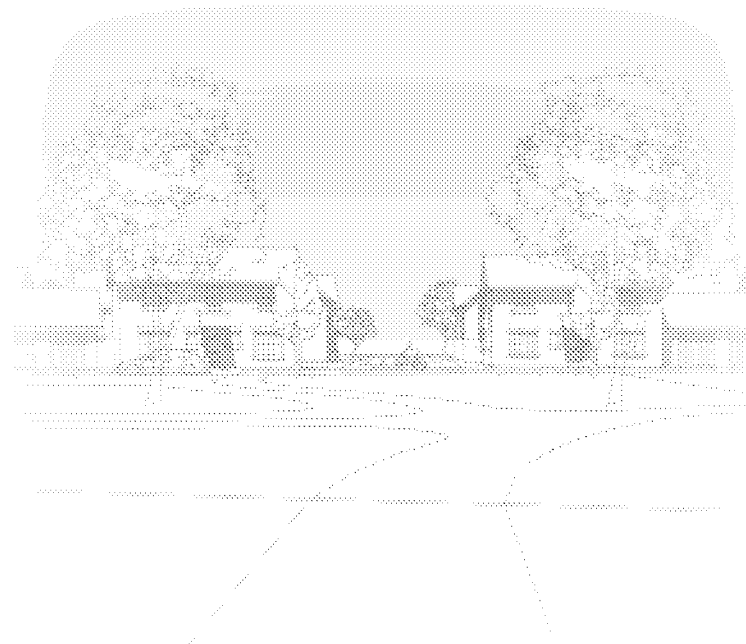
These are the tertiary routes leading off the Primary and Secondary Access to the neighbourhood areas and site edges. These routes will be form the third tier level of movement around the area. These routes will be paved shared surface and forms the principal links from the Primary Access Road.

The shared surfaces have a total width of 7.5m, whilst the edge lanes have a total width of 4.8m and vary to 6.8m to accommodate visitor spaces and at certain locations.

PRIVATE DRIVES & COURTYARDS

A small number of private drives and courtyards are arranged generally as unadopted extensions to shared surfaces and serve limited numbers of properties.

MASTERPLAN DESIGN



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3.7 CAR PARKING

HOUSING

Car parking is provided almost exclusively on plot and the street has been designed in such a way that the parked car does not overly dominate the streetscene, whilst being accessible and surveilled.

The apartments are served by private parking courtyard, away from the streetscene, but is well overlooked by the 'double fronted' apartment building.

For the houses, it is proposed that parking is largely provided on plot to the side or to suit certain spaces in the layout using occasional rear or side court arrangements. This meets the preference of occupiers and will ensure they are well used, reducing potential for on street parking demand.

Standard requirements are based on the following table:

TABLE: PARKING PROVISION

Dwelling Size	
2 bedrooms	2 car parking space
3 bedrooms	2 car parking space
4 + bedrooms	3 + car parking space

Where garaging is provided it is 6x3m internal for single garages and 6x6m double.

EXTRA CARE APARTMENTS

Regarding the Extra Care apartments, staff, visitor and residential parking is provided close to the building access points in accordance with the required standards.

In line with the Arun District Council SPG Parking standards, the following parking facilities would serve the Extra Care accommodation:

28 No. unallocated spaces for residents, staff and visitors

4 No. Marked disabled bays

1 No. larger pickup / drop off and emergency bay



3.8 Extracts from Site Layout Plan, showing approaches to parking