

5.3 The Character Areas

THE AVENUE

Wall Finish :

Red / orange brick

Full height white or booth bay blue boarding

Roof :

Predominantly grey with occasional red roof tiles

Simple front to back pitch with typically constant roof line

Boxed eaves with black bargeboards and fascias

Windows / Doors / Porches :

Plain casement windows with low level division

No window heads

Stone sub-cills

Acid etch imperial chrome front doors

Door colours to be pigeon blue or Chartwell green

Flat top porches on hangers

Square bays with flat roofs



5.3 The Character Areas

Design Fixes

- Central spine linkage to central open space
- Dwellings set back from street
- Cycle route
- Street trees in verge
- Contemporary treatment to elevations
- Consistent palette of materials
- 2 storey detached dwellings
- Parking on curtilage with garages
- Hedge planting to front gardens

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This Character Area is the central spine running north south through the development and connects to all Character Areas. The Avenue connects to the central green space and play area. A feature of this route is the set back of dwellings from the street to incorporate a cycleway segregated from the street by a 2.4m verge on one side of the street, linking Water Lane to the north and the High Street to the south.

The Avenue will be enclosed with detached properties of 2 storeys with roof lines predominantly following the street to create a unified appearance.

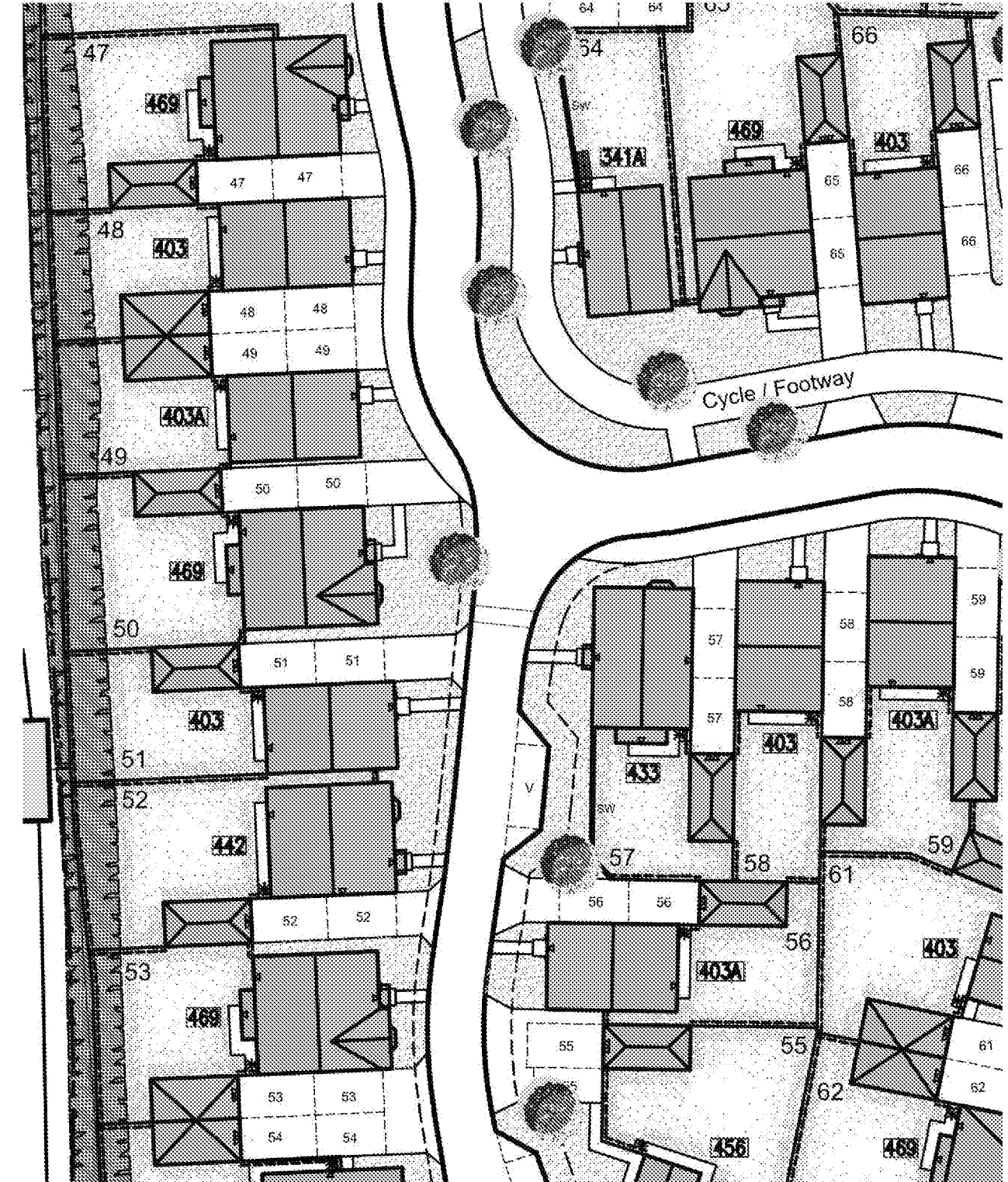
Dwellings within this Character Area will have a contemporary treatment to elevations.

Parking will be on plot with garages behind the building line.

Trees are proposed one side of the street.



UP TO 5m 2m 3m/9.8ft UP TO 2m
 SET BACK FOOTPATH 3.2m/10.8ft PRIMARY STREET 2.0m/6.6ft VERGE 3m/9.8ft SET BACK
 THE AVENUE
 PRIMARY STREET SECTION



The Avenue

5.3 The Character Areas

SUSSEX VIEW

Wall Finish :

Red brick with dark red feature brick detailing
Cream colour render
Sailcloth boarding to first floor
Three course brick band at window head

Roof :

Red and brown roof tiles
Predominantly hipped roofs
Boxed eaves with white bargeboards and fascias

Windows / Doors / Porches :

Single vertical bar sash style windows
Contrasting soldier course window heads
Brick header cills
White acid etch 9 pane chrome front doors
Lean-to porches on brackets



5.3 The Character Areas

Design Fixes

Edge to countryside
Aspect over National Park
Tree lined landscaping buffer to eastern site boundary
Linkage to central green spaces
Predominantly smaller dwellings
Generally parking in front of dwelling or in small courts for apartments
Southern open space and attenuation basin

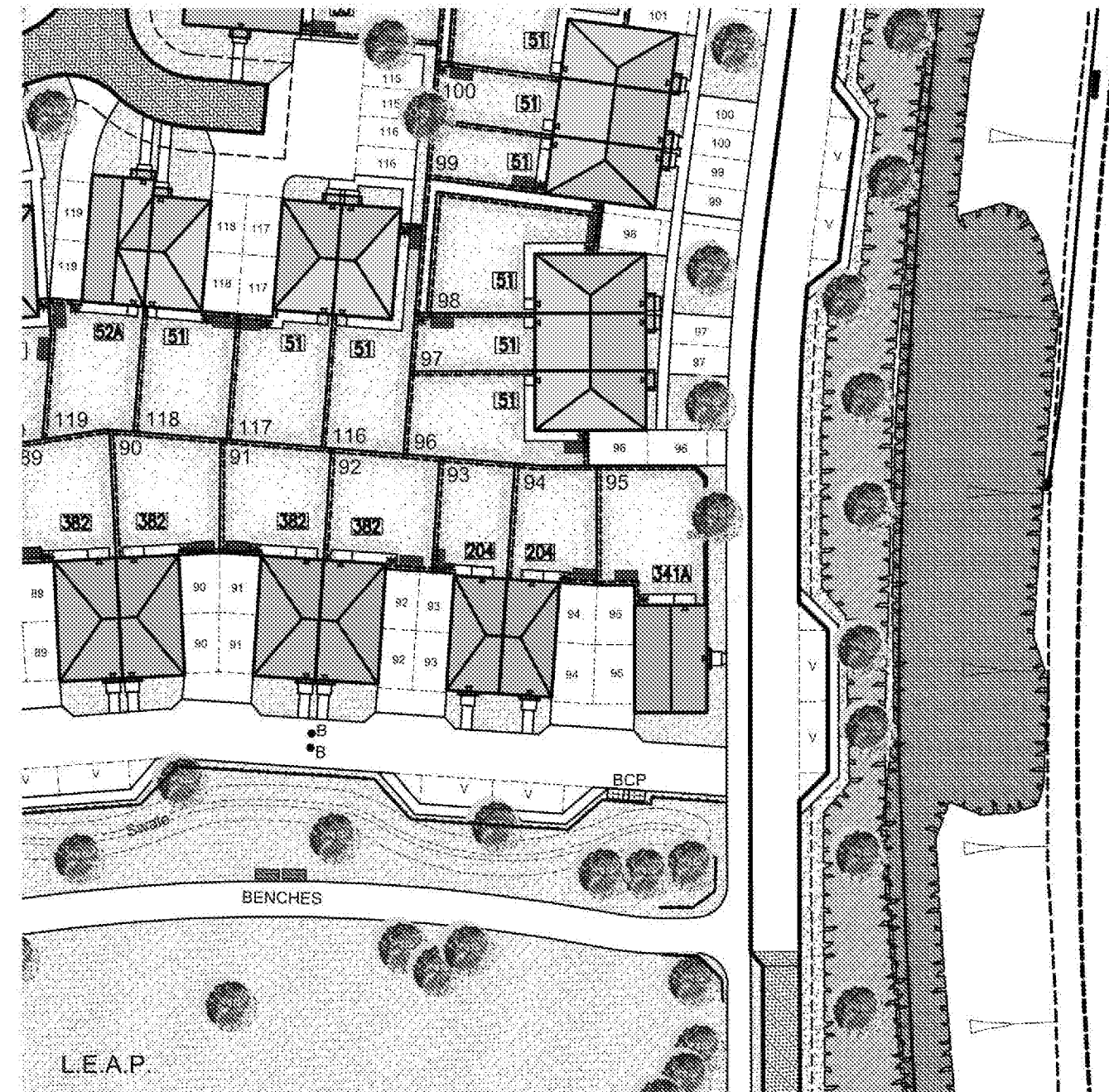
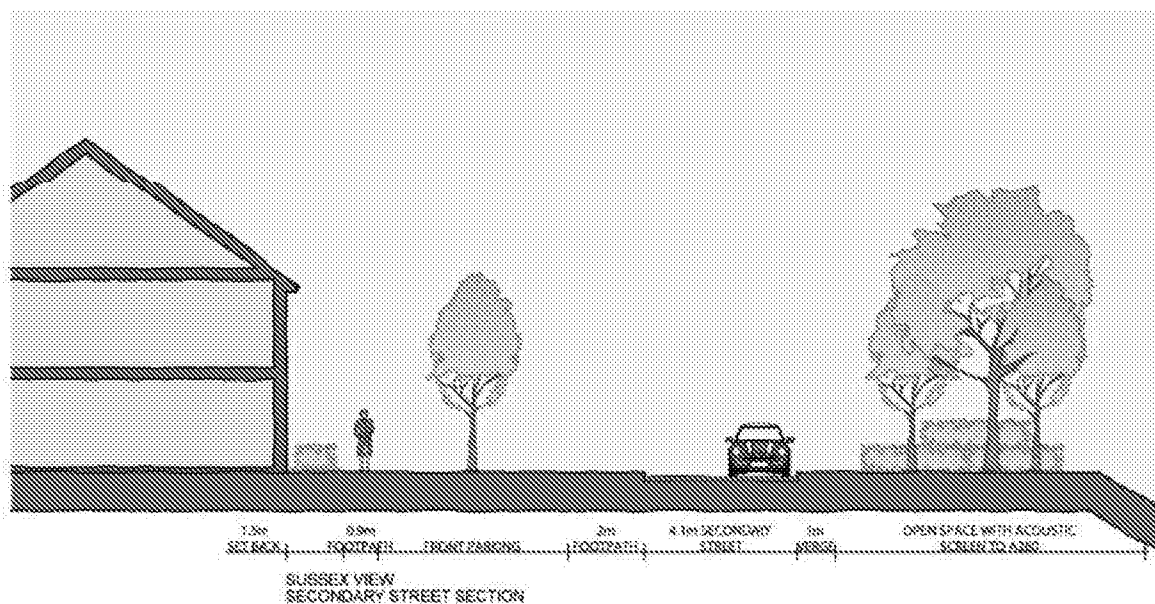


Sussex View

This Character Area forms a sympathetic edge to the development with dwellings benefiting from scenic views over the National Park. The eastern site boundary proposes a landscape barrier against the A280. This Character Area creates a positive transition between the countryside and the built development.

In the southern part of this Character Area is a generous area of open space with an attenuation basin with a small group of detached properties overlooking the cycleway / emergency link running through the open space.

Dwellings in this area are traditional in style and predominantly for smaller households, being apartments, terrace and semi-detached with the very occasional detached dwelling.



Sussex View

5.3 The Character Area

SUSSEX VILLAGE

Wall Finish :

Red-multi brick with contrasting red feature brick detailing
Flint with red brick detailing
Tile hanging to first floor with feature band
Cream render to ground floor of selected tile hung units
Three course saw-tooth brick band at window head
Chimneys to selected plots

Roof :

Red, grey and brown roof tiles
Hipped and barn hipped roofs
Boxed eaves with white bargeboards and fascias

Windows / Doors / Porches :

Casement windows with mid-bar
Various window head treatments depending on material variant
Brick header cills
Brick quoins around openings in flint
Acid etch chrome cross front doors in golden oak
Lean-to or gable fronted porches



5.3 The Character Areas

Design Fixes

Connectivity with Weavers Hill
 Transition between village and development
 Proximity to conservation area and listed buildings
 Aspect over green
 Informal layout with a variety of set backs
 Detached 2 store dwellings with parking on plot in
 garages behind the building line
 Hedge planting or occasional flint or brick walls to
 front gardens



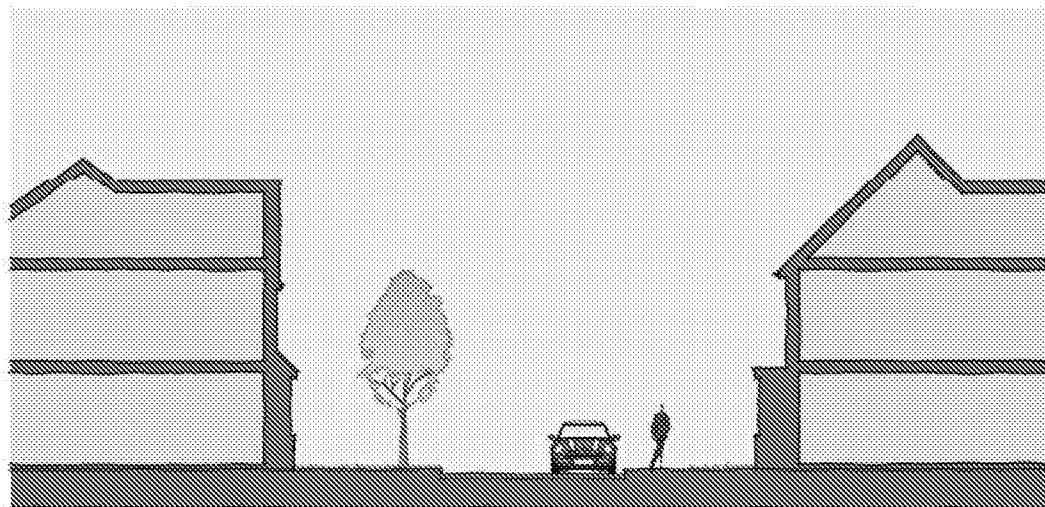
Sussex Village

This Character Area is located to the west of the development and is designed to respond to the special character and appearance of the conservation area. A pedestrian / cycleway link is proposed linking the development to Weavers Hill and the village centre.

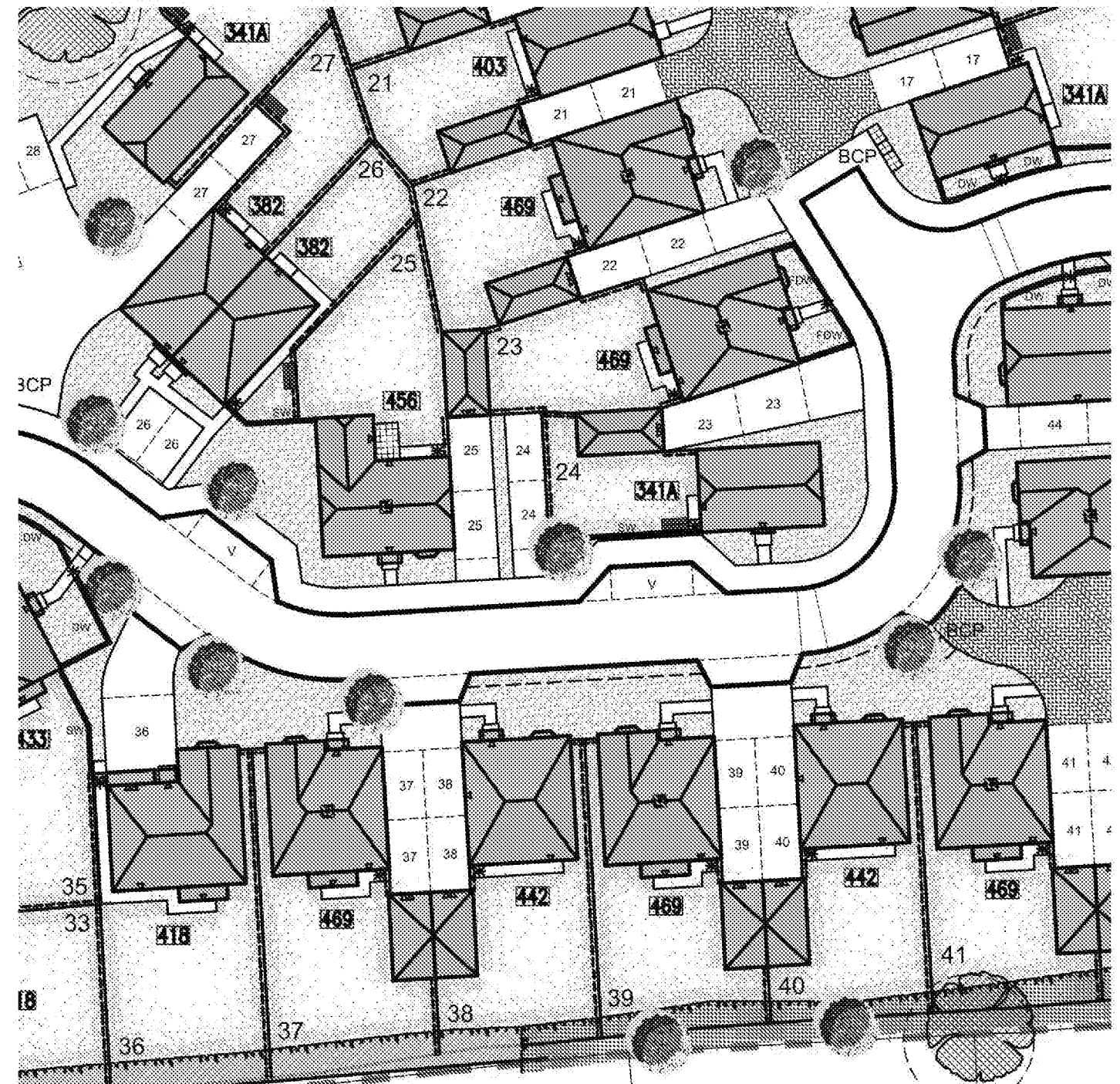
This Character Area provides connectivity and transition between the existing urban form and the development and is tree lined to create a village feel. The Sussex Village Character Area is low in density with 2 storey detached dwellings, traditional in form with varying set backs, informally arranged around the street.

The street terminates at a green space, which provides a focal point for the residents whilst preserving the setting of the adjacent buildings in Weavers Hill to the south and west.

Parking will be provided on plot behind the building line.



SET BACK 1m
 SUSSEX VILLAGE
 SECONDARY STREET SECTION



Sussex Village

5.4 Access and Movement Hierarchy

5.4 Access and Movement Hierarchy

The overall strategy for this development is to promote the role of streets as not just vehicular conduits, but also as places for pedestrians, cyclists and setting of buildings. The proposals have been designed with the objective of minimising the use of car journeys within the development and to create a safer and secure environment for all users.

The layout is based on a network of linked spaces providing connections to the facilities and recreational opportunities. The permeable layout embraces the design concepts contained in Manual for Streets which puts well designed streets at the heart of the community. It ensures that residential areas, recreational and open spaces are easily accessible via a network of roads and pedestrian linkages.

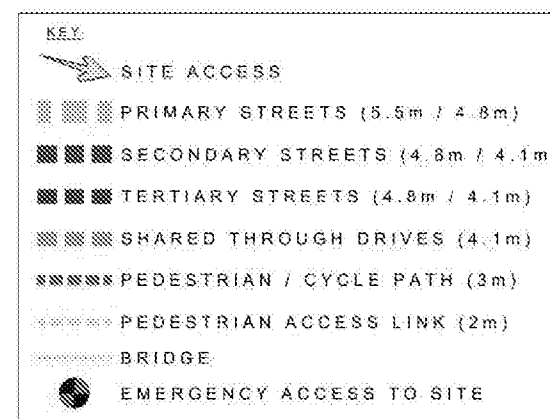
Traffic calming measures such as a sinuous road network, interspersed street parking bays with tree planting and shared surfaces deter higher speeds thus making the speed restriction self enforcing.

The Primary Street will be punctuated at intervals by a series of 'events'. These may take the form of open spaces, changes in the building line, and change in materials. These events will serve a number of important purposes, including reducing traffic speeds, creating a local character, providing focal points and creating variety and interest in the street scheme.

Secondary Streets will link the residential blocks to the Primary Streets and provide a secondary level of movement around the site. These streets provide an interface between the development parcels and the adjacent open spaces.

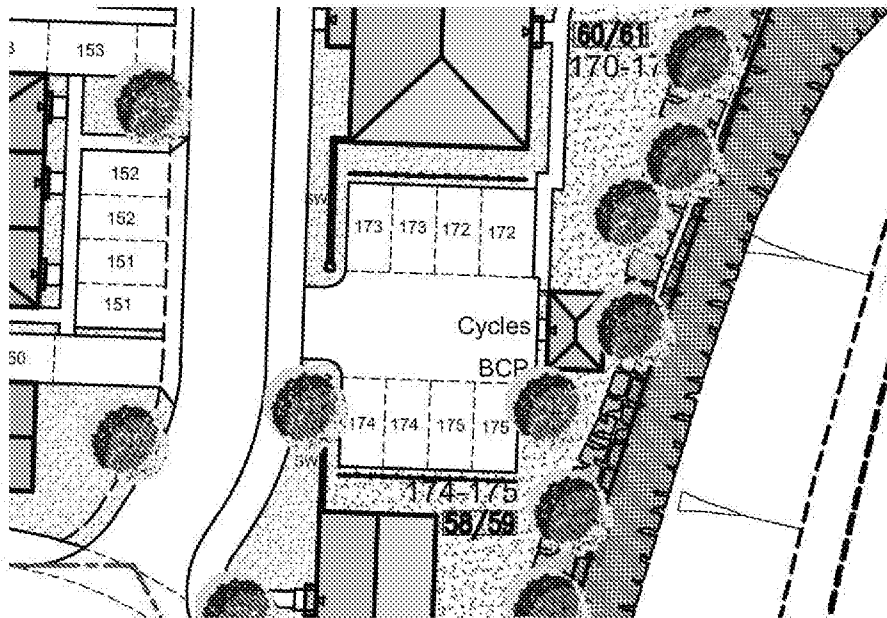
The Tertiary Streets and Courtyards will be located within and to the edge of the perimeter blocks and will provide small shared surface spaces for pedestrians and vehicles. These shared surfaces allow vehicle access and manoeuvring but will give priority to pedestrians. Natural surveillance from adjacent properties are the key components of their successful function.

Vehicle tracking (swept path assessments) have been undertaken for the internal road network to ensure that a refuse vehicle can navigate its way around the site.

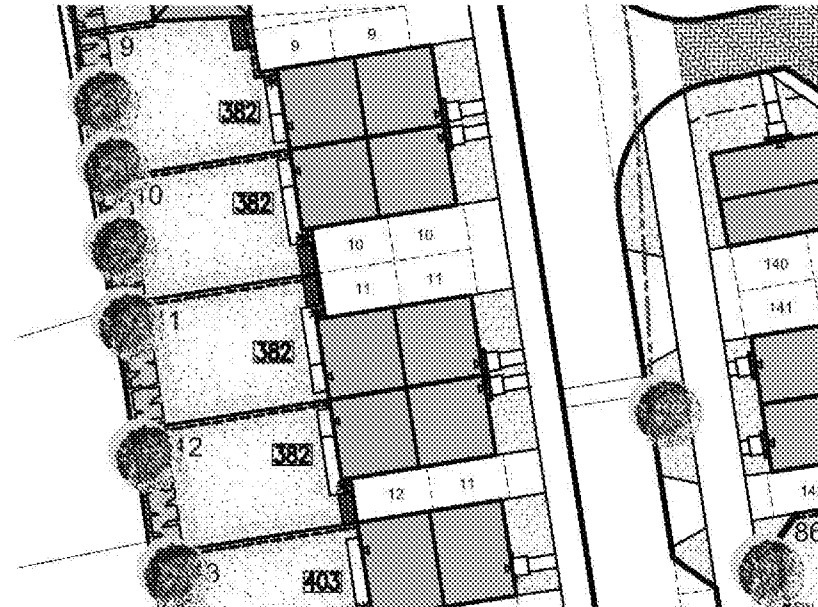


Street Typology Plan

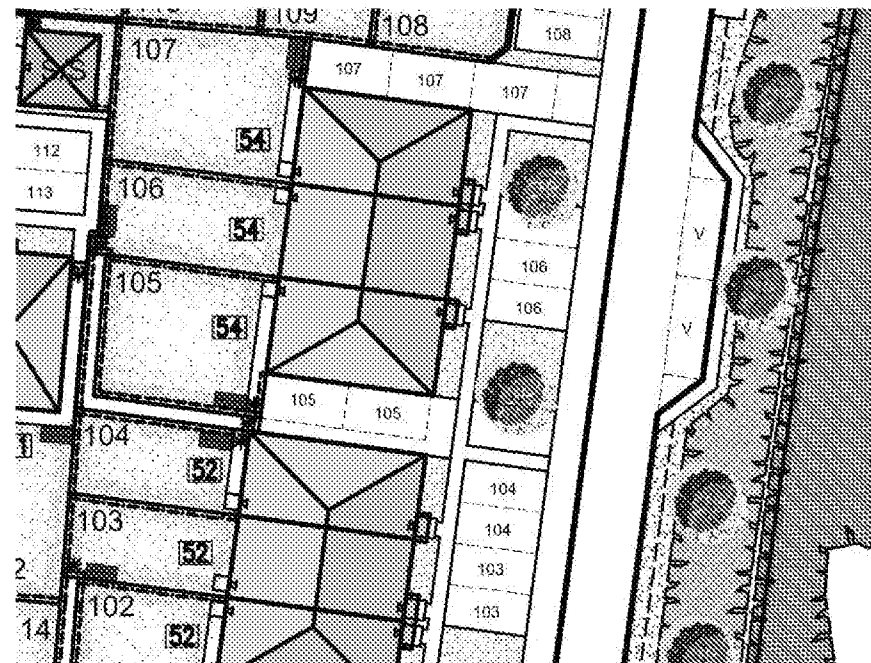
5.5 Car Parking



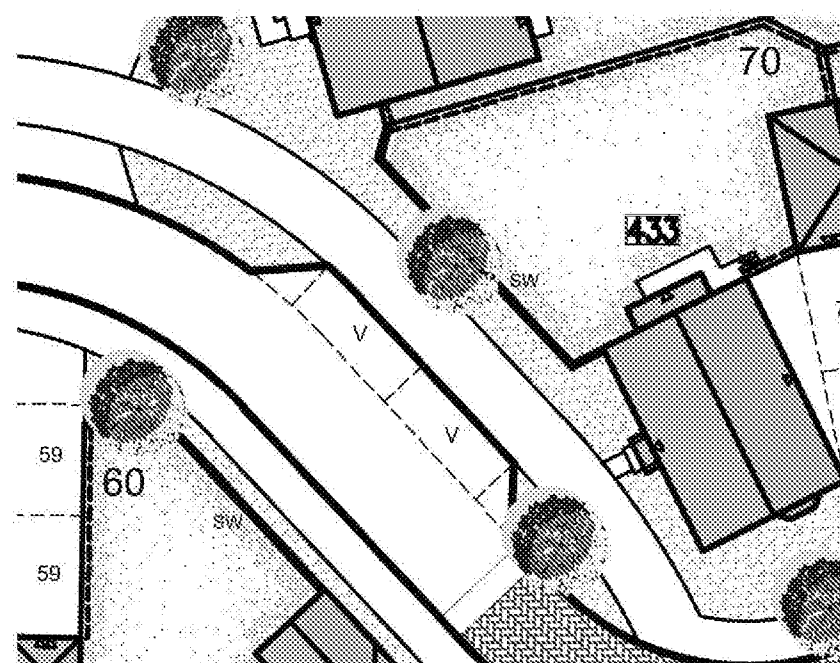
Courtyard Parking



Drive-on Plot Parking



Front Parking



Lay-by Parking

5.5 Car Parking

Manual for Streets recognises that a design led approach should be taken regarding the provision of car parking spaces, which should take into account expected levels of car ownership. Where insufficient car parking is provided this can lead to inappropriate car parking behaviour, reducing the quality of the environment and causing safety concerns if they obstruct the path of emergency vehicles. Car parking has been provided in a number of ways so the streets do not become car dominated and where feasible close to the dwellings they serve. It also allows the development to be more flexible should car ownership habits change.

A range of car parking options are set out in the table below. This range of typologies provides a variety of solutions to fit the character and form of different areas on this scheme.

Type of Car Parking	No of Spaces
Allocated Parking Spaces	87
Allocated Driveway Parking Spaces	266
Allocated Garage or Spaces	66
Unallocated Parking Spaces	47
TOTAL SPACES	466

The spaces provided on street are not allocated and can be used by both visitors and residents. All the unallocated parking spaces are also integrated into the street scene with soft landscaping.

100% of the spaces serving houses with a driveway and garage are provided with active electric vehicle charging points. 20% of the spaces serving other dwellings will be provided with active electric vehicle charging points, whilst ducting provided for the remainder cycle parking provision is provided at the ratio of 1 space per flat, 1 space for 1 and 2 bedroom houses and 2 spaces for 3 and 4 bedroom houses.

Cycle parking will be provided generally within a lockable external shed located in private rear gardens or within secure communal stores for apartments.

5.6 Land Use, Amount and Density

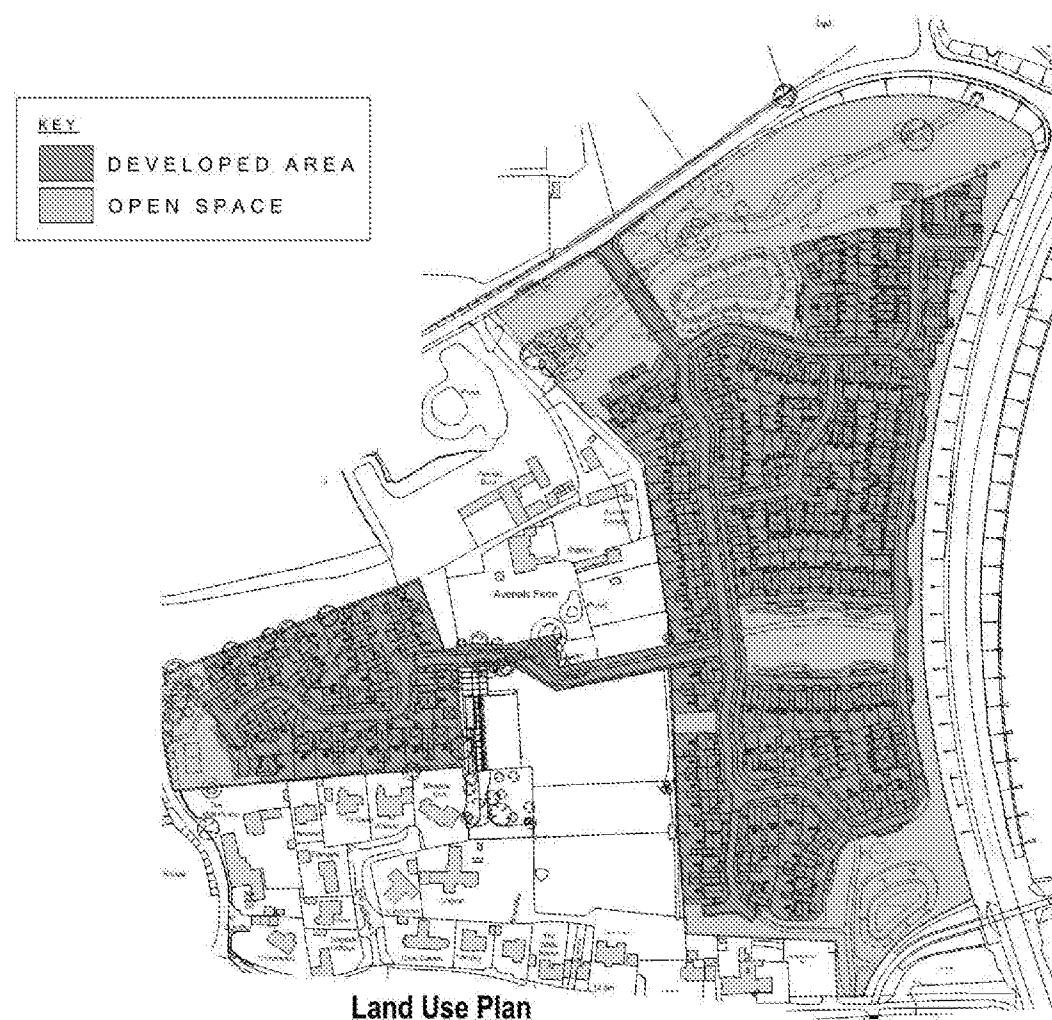
5.6 Land Use, Amount and Density

Land Use

The proposal seeks to develop the site for residential and open space uses, complementing the character of both the site and the neighbouring area. A land use parameter plan was approved under the Outline consent and has been followed as part of these Reserved Matters.

Residential

The development will provide a wide variety of dwelling types and sizes to provide a balanced and mixed community. This will enable people to remain in the neighbourhood through the changing circumstances of their lives. The scheme includes smaller 1 bed and 2 bed dwellings to cater for single people, first time buyers and couples, together with larger 3 - 4 bedroom houses for families. This is provided by way of a mix of apartments, detached, semi detached and terraced housing. All dwellings have been designed to comply with National Described Space Standards (NDSS) March 2015.



Open Space

The development makes provision for a significant network of green infrastructure serving as multi functional green space providing opportunity for a variety of activities and functions (including play, informal recreation and visual amenity). These areas are connected by a series of footpaths. This green infrastructure also comprises of areas for surface water, attenuation and swales. In addition, the retention and new provision of boundary vegetation sets the development within a mature landscape framework

Density

The development proposal is for 175 dwellings in total, in accordance with the Outline approval. The scheme proposes a low density of development, averaging below 35 dph across the site based on the net developable area. The development is of a loose character with significant areas of open spaces incorporated throughout the development. A mixture of built form containing a small apartment block, small terraces, semi-detached and detached dwellings providing a range of dwelling types and sizes. Generally dwellings will have generous rear gardens and reasonable front gardens to ensure a landscaped frontage to the built form.

Amount

The scheme will deliver a mix of market and affordable housing from 1 to 4 bedroom homes over a range of housing types and sizes as follows:

Open Market		Affordable - Shared Ownership		Affordable - Rented	
2 bed dwellings x 15		1 bed dwellings x 15		1 bed dwellings x 2	
3 bed dwellings x 65		2 bed dwellings x 7		2 bed dwellings x 13	
4 bed dwellings x 42		3 bed dwellings x 5		3 bed dwellings x 8	
		4 bed dwellings x 2		4 bed dwellings x 1	
TOTAL	122	TOTAL	29	TOTAL	24

