

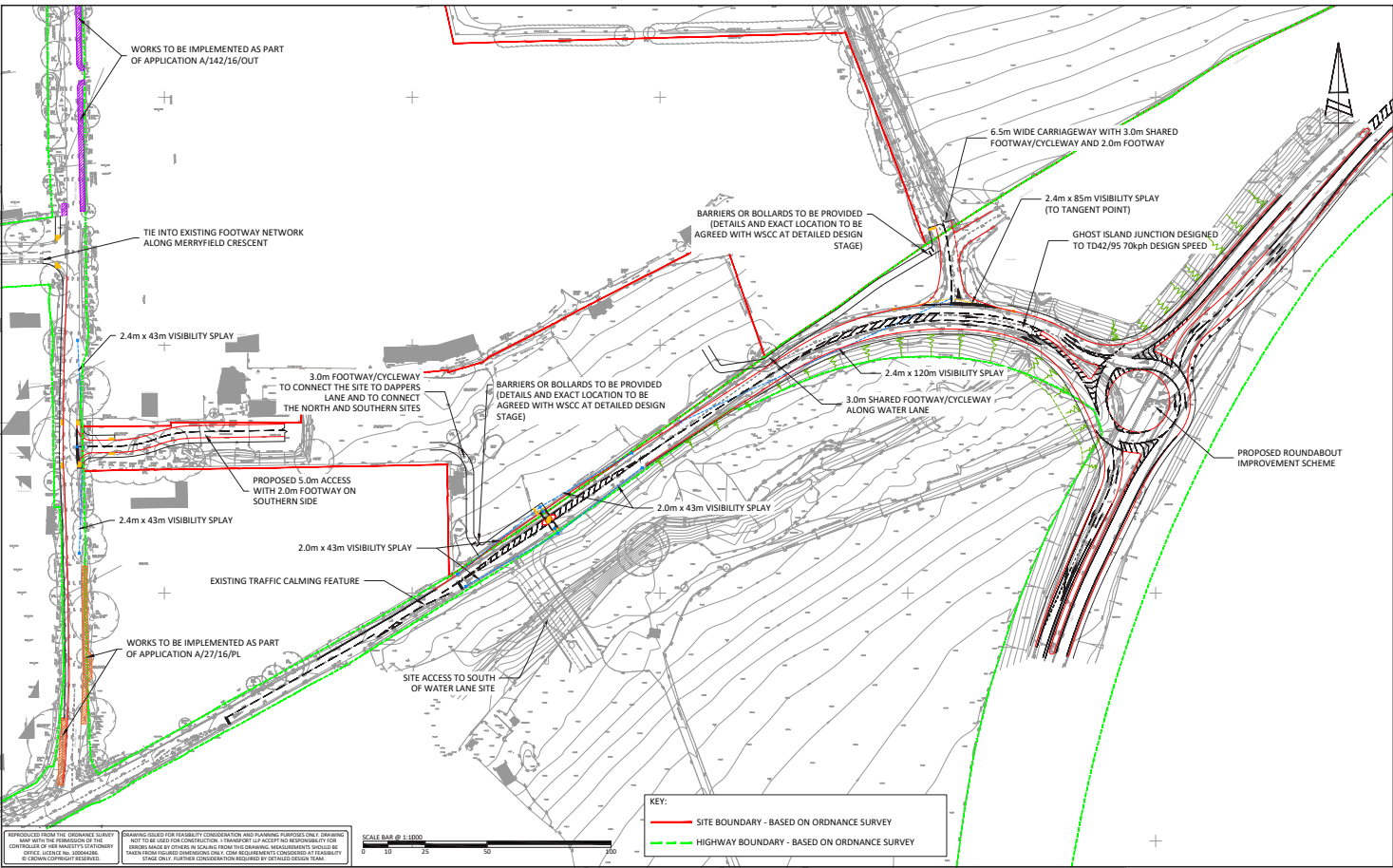
4.0 MOVEMENT STRATEGY

4.1 Vehicular Access

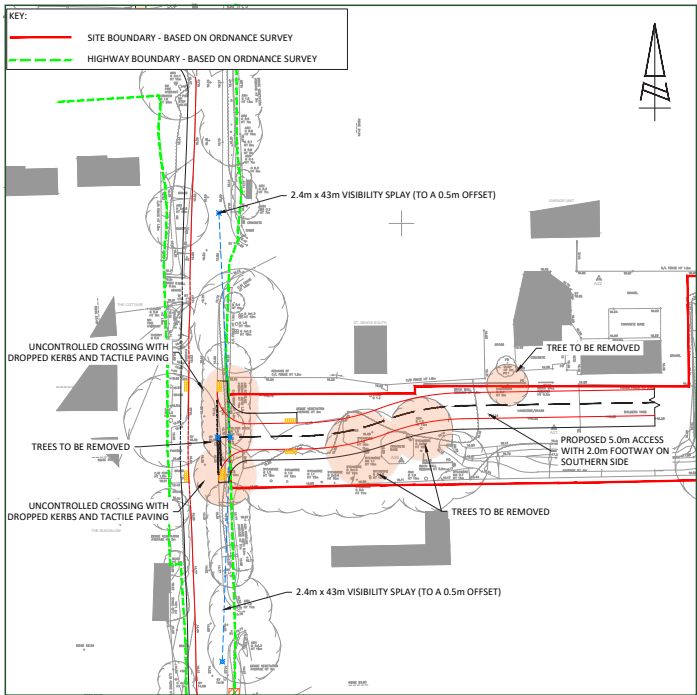
The three vehicular points of access to the new development were approved as part of the outline planning application (Ref. A/40/18/OUT). These are as follows:

- Main site entrance from Water Lane and associated works
- Secondary site access to small development parcel from southern end of Dappers Lane
- Bus and emergency vehicle access and associated works connecting into western edge of development

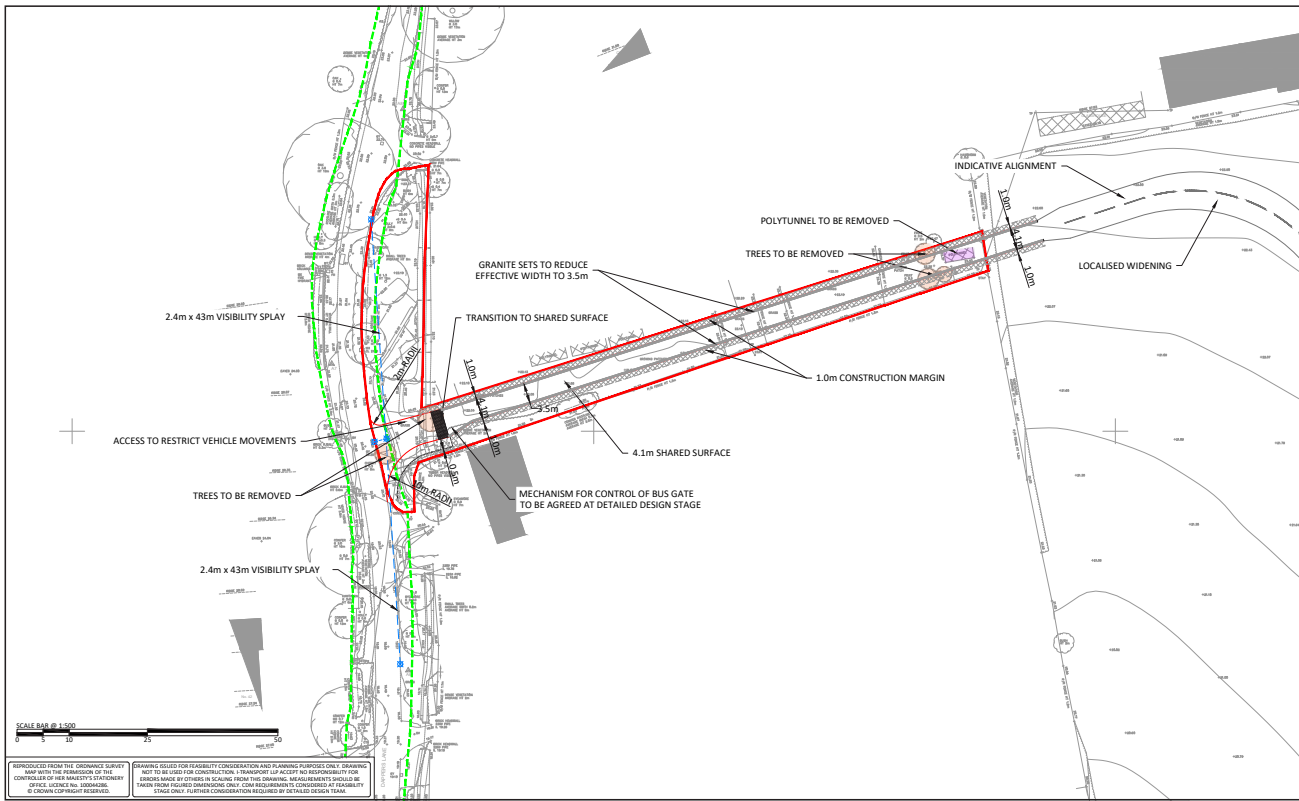
The Reserved Matters application retains these approved access junctions unchanged.



1. Main site entrance from Water Lane (iTransport)



2. Secondary site access from Dappers Lane (iTransport)



3. Bus and emergency vehicle access from Dappers Lane (iTransport)

4.0 MOVEMENT STRATEGY

4.2 Public Transport

Provision has been made within the Reserved Matters application to incorporate the route for the proposed bus service diversion. A bus stop is incorporated in the Village Street adjacent to the central square and green.



Stagecoach service no. 9 route map with approximate site location in red

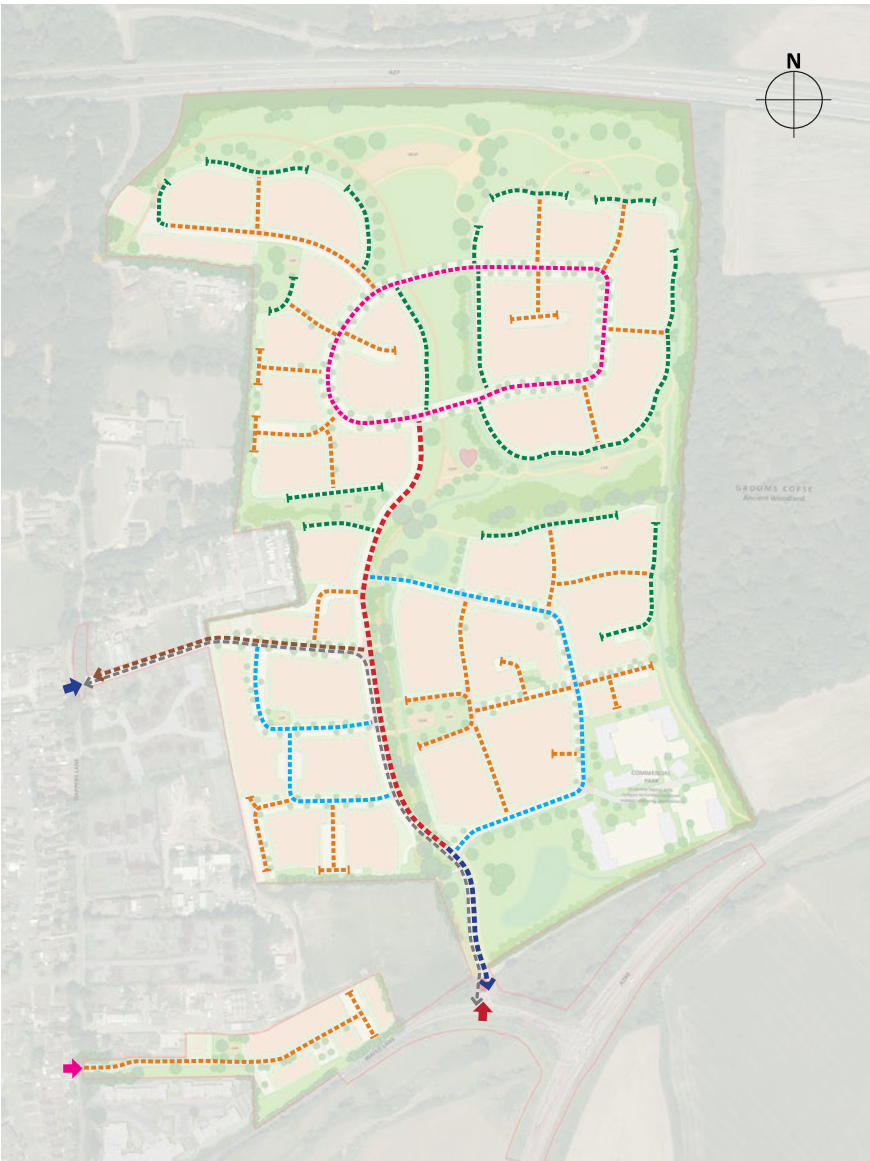


Extract of masterplan showing public transport link

4.0 MOVEMENT STRATEGY

4.3 Vehicular Movement Network

The Internal Vehicular Movement requirements were set out within Section 3.3 of the Design code. These Reserved Matters proposals are compliant with the vehicular movement network structure and the required street hierarchy. The proposed network layout opposite and the inset diagram from the Design Code illustrate the consistency of approach.



Design Code vehicular movement diagram

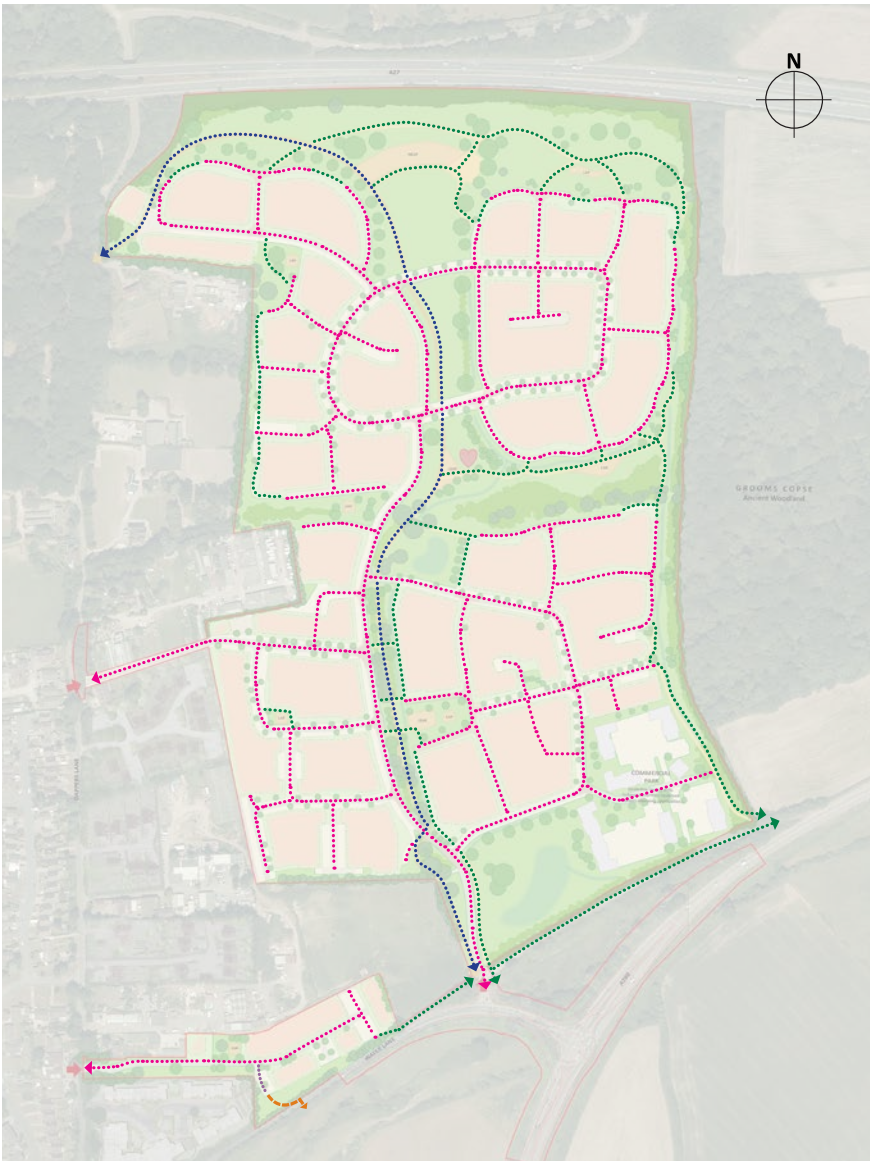


Proposed vehicular movement plan

4.0 MOVEMENT STRATEGY

4.4 Pedestrian and Cyclist Movement Network and Connectivity

The proposed Pedestrian and Cyclist Movement Network and points of connection to routes in the surrounding area is compliant with the requirements set out within Section 3.4 of the Design Code. The proposed network layout opposite and the inset diagram from the Design Code illustrate the consistency of approach.



Design Code vehicular movement diagram



Proposed vehicular movement plan

4.0 MOVEMENT STRATEGY

4.5 Street Hierarchy Principles

The street hierarchy principles adopted within these Reserved Matters proposals is consistent with the Vehicular Access and Movement Network in Section 3.3 of the Design code. This consists of the following:

- Gateway Avenue linking the primary site access to the Gateway space
- Village Street linking The Gateway to the Secondary Avenue Loop at the northern end of the site
- Dappers Lane Access Road providing bus and emergency vehicle access to the development from Dappers Lane
- Secondary Avenue which provides a distribution loop within the northern part of the site
- Secondary Streets within the western and eastern parts of The Village character area
- Community Lanes which link the Secondary Streets and Secondary Avenue to respective parts of the new neighbourhood and to green lanes and private drives along the open space edges
- Green Lanes and Private Drives which provide plot access and servicing arrangements to new homes with frontage to open space areas



Dappers Lane Acces Road



Secondary Street



Secondary Avenue



Green Lanes and Private Drives



Community Lanes



Street Type Examples ►

4.0 MOVEMENT STRATEGY

4.6 Street Hierarchy Principles: Village Street

Key features of this street type are as follows:

Carriageway	Minimum width 6.5 metres wide south of Dappers Lane link. Macadam between junctions
Footways	2.0 metre wide footway on western side, 3.0 metre wide footway/cycleway in green corridor on eastern side
Verges	2.0 metres wide on western side
Junctions	Brindle block paved panels
Landscaping	Tree planting within verge
Street lighting	West Sussex approved columns located to provide required illumination levels
Service corridors	2.0 metres wide below footway
Private / public realm	Enclosed gardens to dwelling frontages
Visitor car parking	2.0 x 6.0 metre bays in verge zone. Max. 2 spaces in a row with planting between



Vehicular movement plan highlighting location of detailed plan



Detailed street plan

Street Section



Perspective view



Typical street section

A	6.5m wide macadam carriageway (south of Dappers Lane link)
B	2.0m wide landscaped verge/drive crossing/parallel parking zone
C	2.0m wide footway
D	Front garden (min. 1.2m deep)

4.0 MOVEMENT STRATEGY

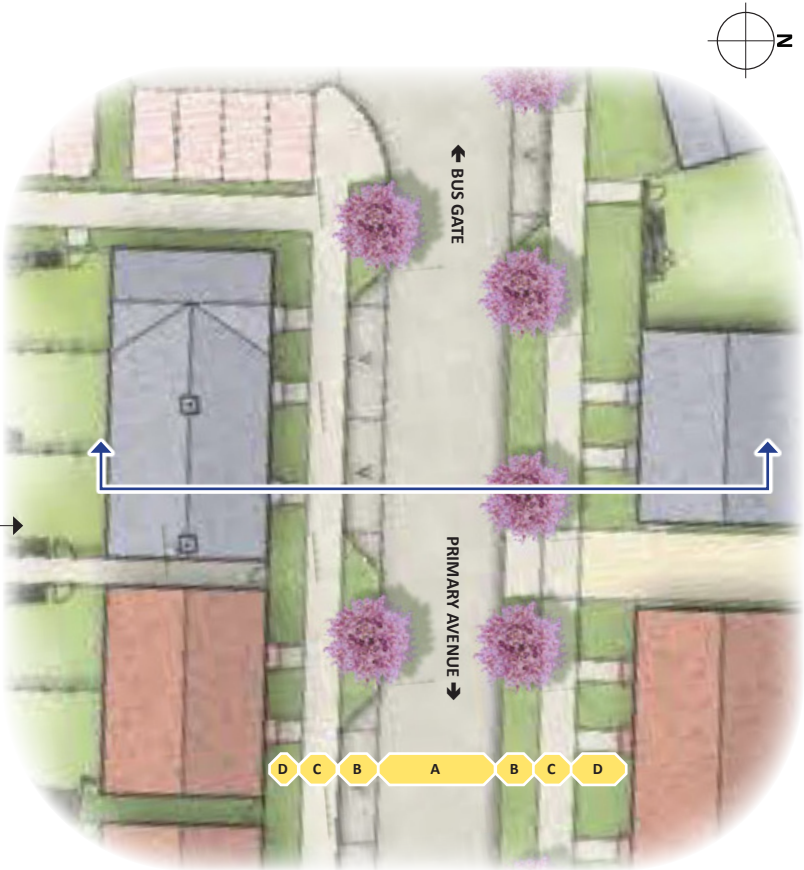
4.7 Street Hierarchy Principles: Dappers Lane Access Road

Key features of this street type are as follows:

Carriageway	Minimum width 6.5 metres wide south of Dappers Lane link. Macadam between junctions
Footways	2.0 metre wide footway on each side
Verges	2.0 metres wide on southern side
Junctions	Brindle block paved panels
Landscaping	Tree planting within verge
Street lighting	West Sussex approved columns located to provide required illumination levels
Service corridors	2.0 metres wide below footway on each side
Private / public realm	Enclosed gardens to dwelling frontages
Visitor car parking	2.0 x 6.0 metre bays in verge zone. Max. 2 spaces in a row with planting between



Vehicular movement plan highlighting location of detailed plan



Detailed street plan

Street Section



Perspective view



Typical street section

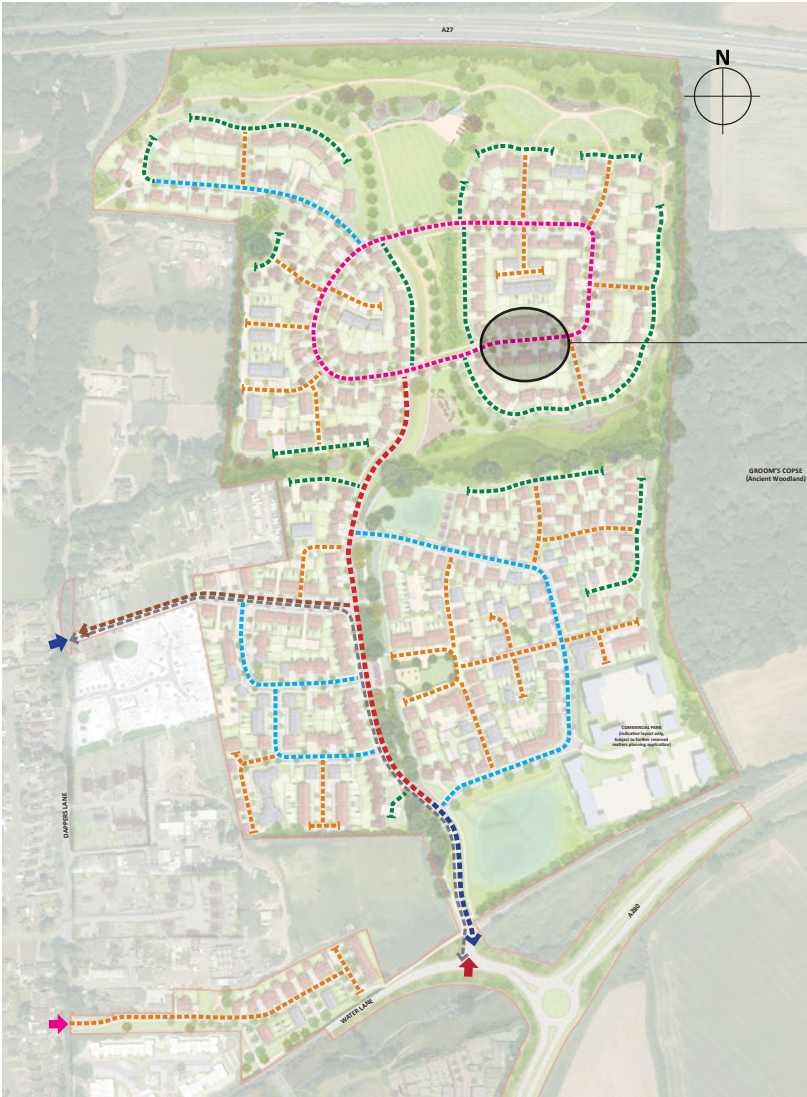
A	6.5m wide macadam carriageway
B	2.0m wide verge/parallel parking zone
C	2.0m wide footway
D	Front garden (min. 1.2m deep)

4.0 MOVEMENT STRATEGY

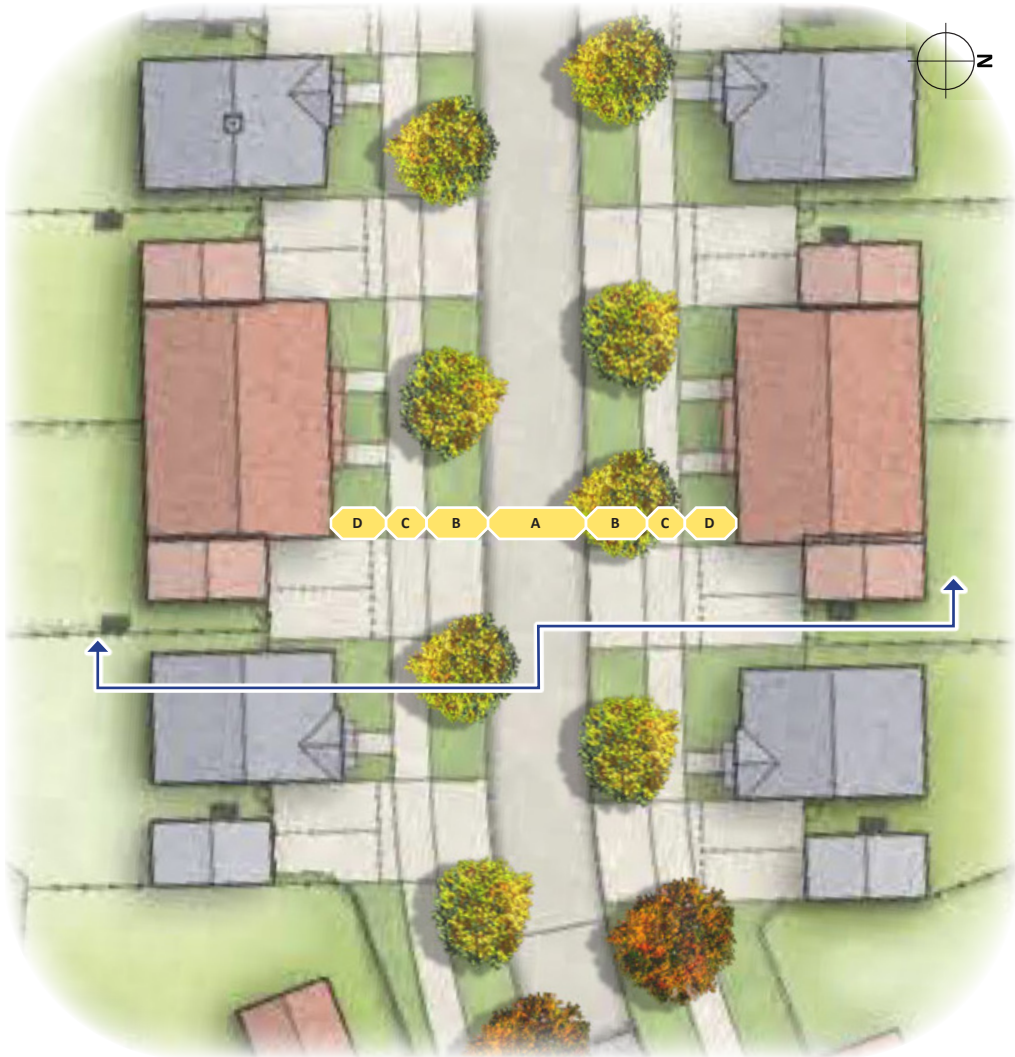
4.8 Street Hierarchy Principles: Secondary Avenue

Key features of this street type are as follows:

Carriageway	Minimum width 5.5 metres wide. Macadam between junctions
Footways	2.0 metre wide footway on each side
Verges	2.0 metres wide on each side
Junctions	Brindle block paved panels
Landscaping	Tree planting within verge
Street lighting	West Sussex approved columns located to provide required illumination levels
Service corridors	2.0 metres wide below footway on each side
Private / public realm	Enclosed gardens to dwelling frontages
Visitor car parking	2.0 x 6.0 metre bays in verge zone. Max. 2 spaces in a row with planting between



Vehicular movement plan highlighting location of detailed plan



Detailed street plan

Street Section



Perspective view



Typical street section

A	5.5m wide macadam carriageway
B	2.0m wide verge zone/drive crossing
C	2.0m wide footway
D	Front garden (min. 1.2m deep)