

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.

KEY

On-street cyclist/pedestrian links

Cyclist/pedestrian only routes

Approved footway/cycle link and crossing

Route of existing PRoW 2149 through site



Design Code pedestrian and cyclist movement diagram

KEY

On street cyclist/pedestrian links

Cyclist/pedestrian only routes

Approved footway/cycle link and crossing

Route of existing PRoW 2149 through site



Proposed pedestrian and cyclist movement plan

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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 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 distribution 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

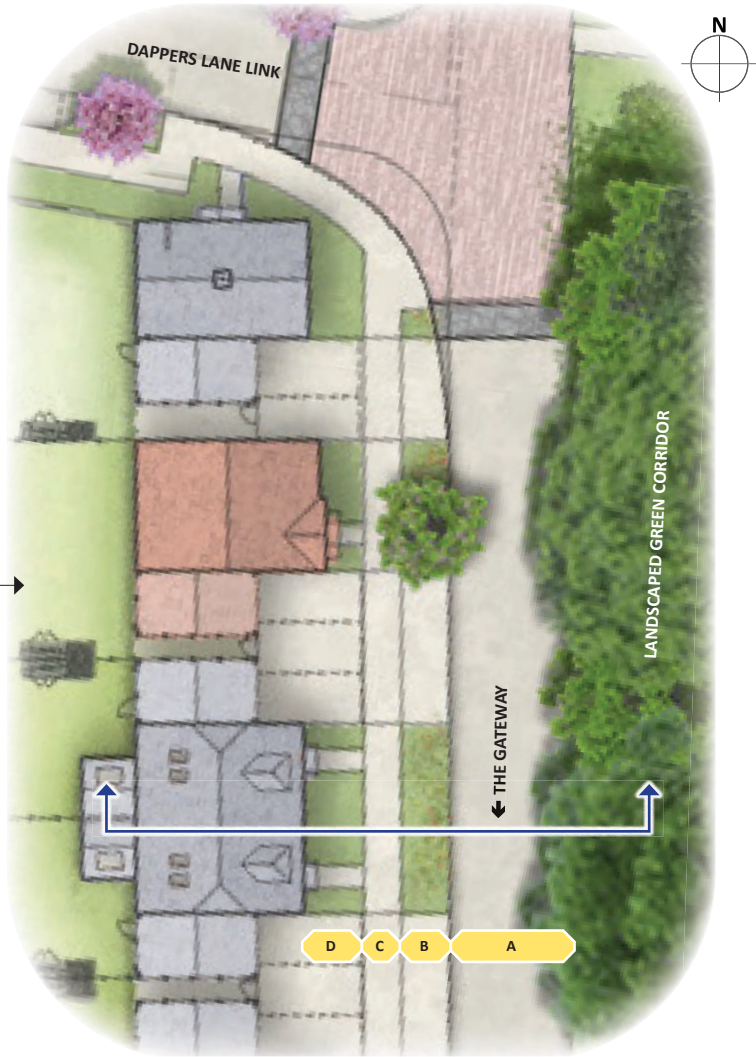
4.6 Street Hierarchy Principles: Village Street

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	Brick 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

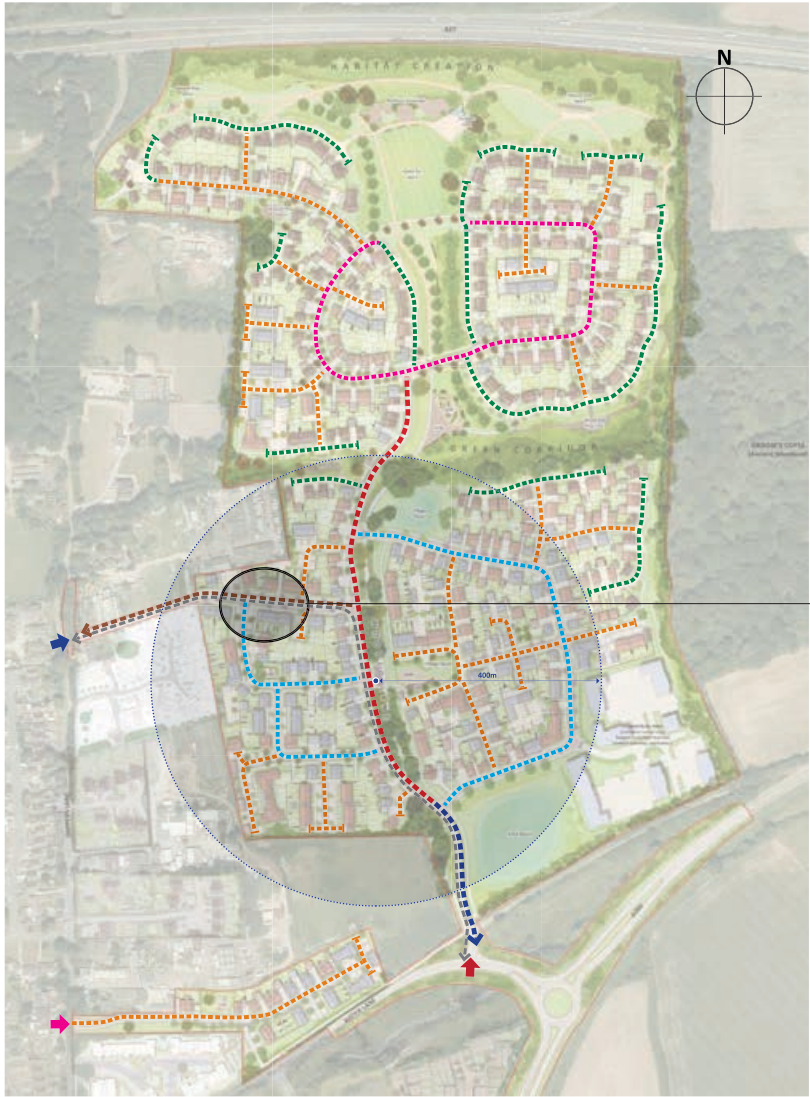
A	6.5m wide macadam carriageway (south of Dappers Lane link)
B	2.0m wide landscaped verge/drive crossing/parallel parking zone
C	2.0m wide footway
D	Front garden (min. 1.2m deep)

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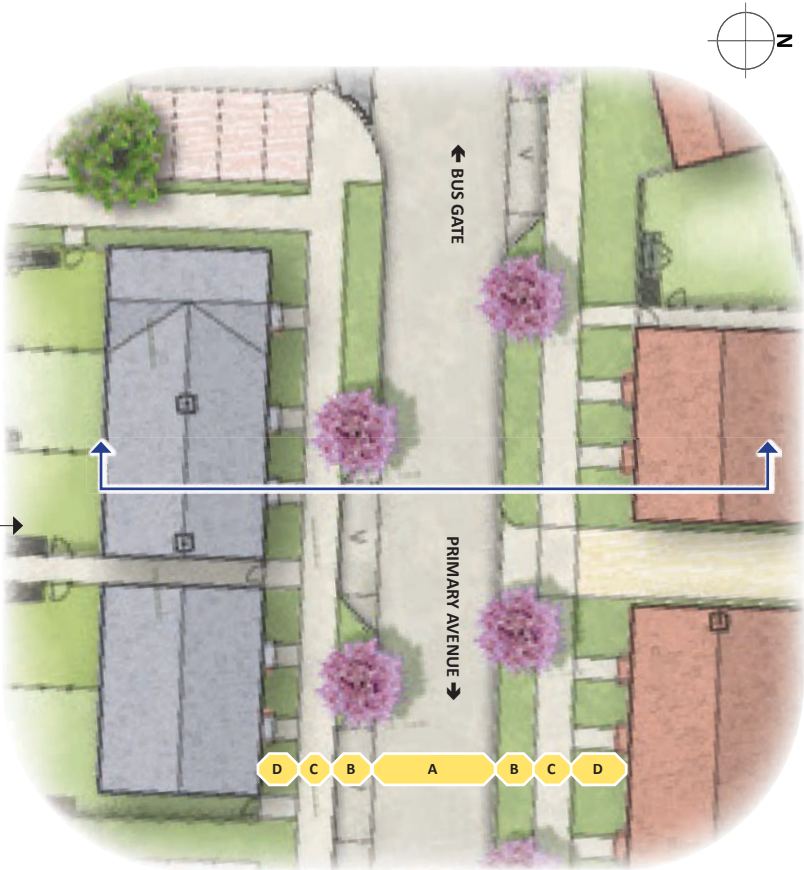
4.7 Street Hierarchy Principles: Dappers Lane Access Road

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	Brick 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)

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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	Brick 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)

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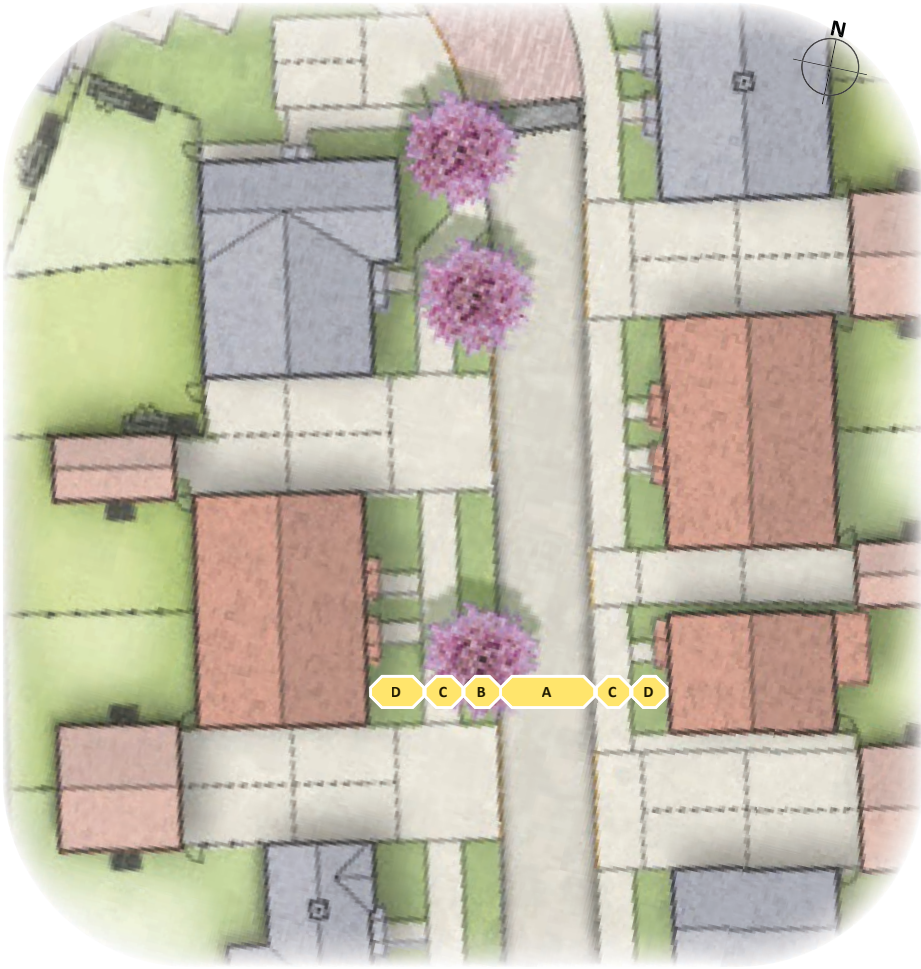
4.9 Street Hierarchy Principles: Secondary Street

Key features of this street type are as follows:

Carriageway	Minimum width 5.0 metres wide. Macadam between junctions
Footways	2.0 metre wide footway on each side
Verges	2.0 metres wide in places on each or either side
Junctions	Brick 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



Perspective view



Typical street section

A	5.0m wide macadam carriageway
B	2.0m wide verge/parallel parking zone
C	2.0m wide footway
D	Front garden (depth varies)

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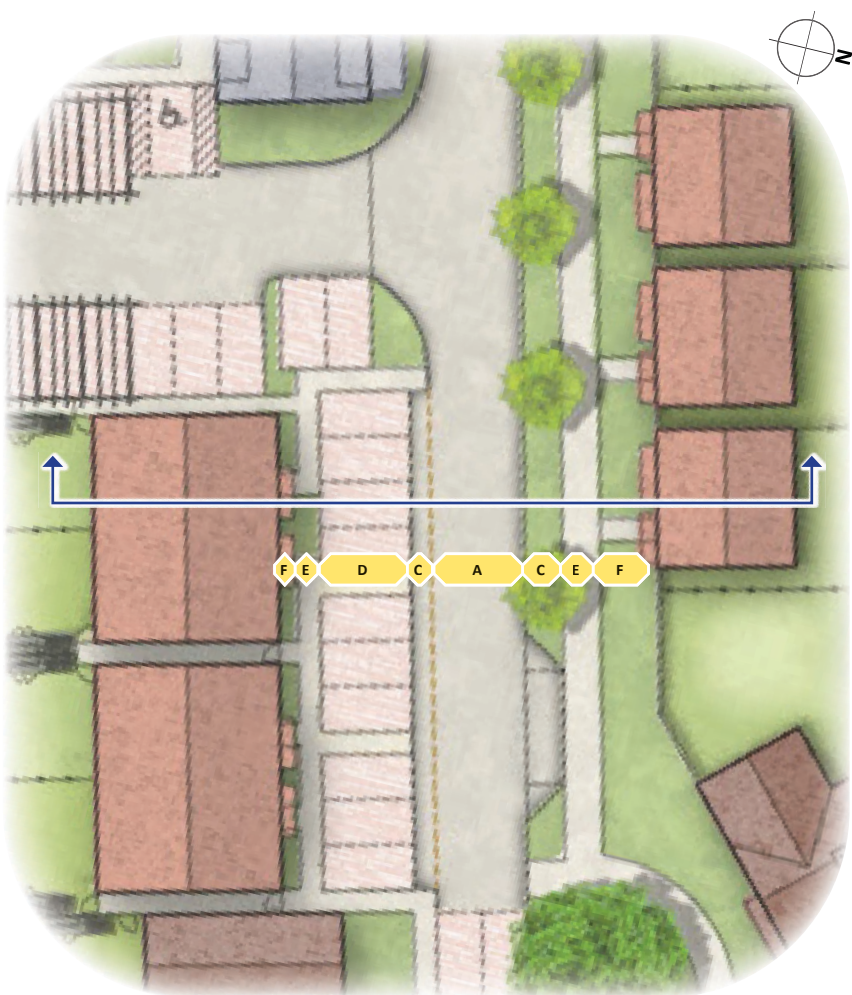
4.10 Street Hierarchy Principles: Community Lane

Key features of this street type are as follows:

Carriageway	Minimum width 4.8 metres wide tracking zone within shared surface.
Footways	Occasional dedicated 1.2 metre wide footway to access dwelling frontages and 1.0 metre wide margin
Verges	None
Junctions	Match
Landscaping	Occasional tree between parking bays
Street lighting	West Sussex approved columns located to provide required illumination levels
Service corridors	Below footways and margin
Private / public realm	Privacy margin to dwelling frontages
Residents parking on street	2.4 x 4.8 metre bays generally perpendicular to carriageway in groups of maximum 4 spaces with tree / footway between
Visitor car parking	2.0 x 6.0 metre parallel bays. 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

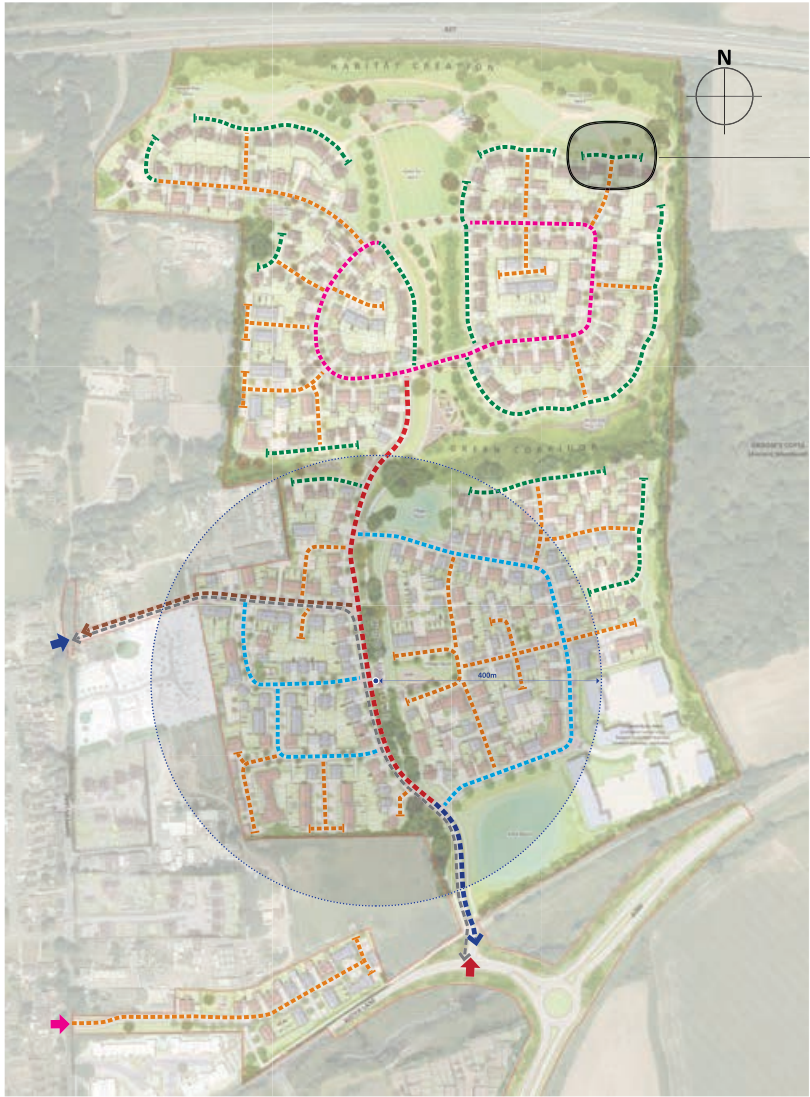
A	4.8m wide macadam carriageway
B	1.0m wide paved margin
C	1.2m wide margin
D	4.8m long parking bays
E	1.2m wide footway
F	Front garden/privacy margin (min. 1.2m deep)

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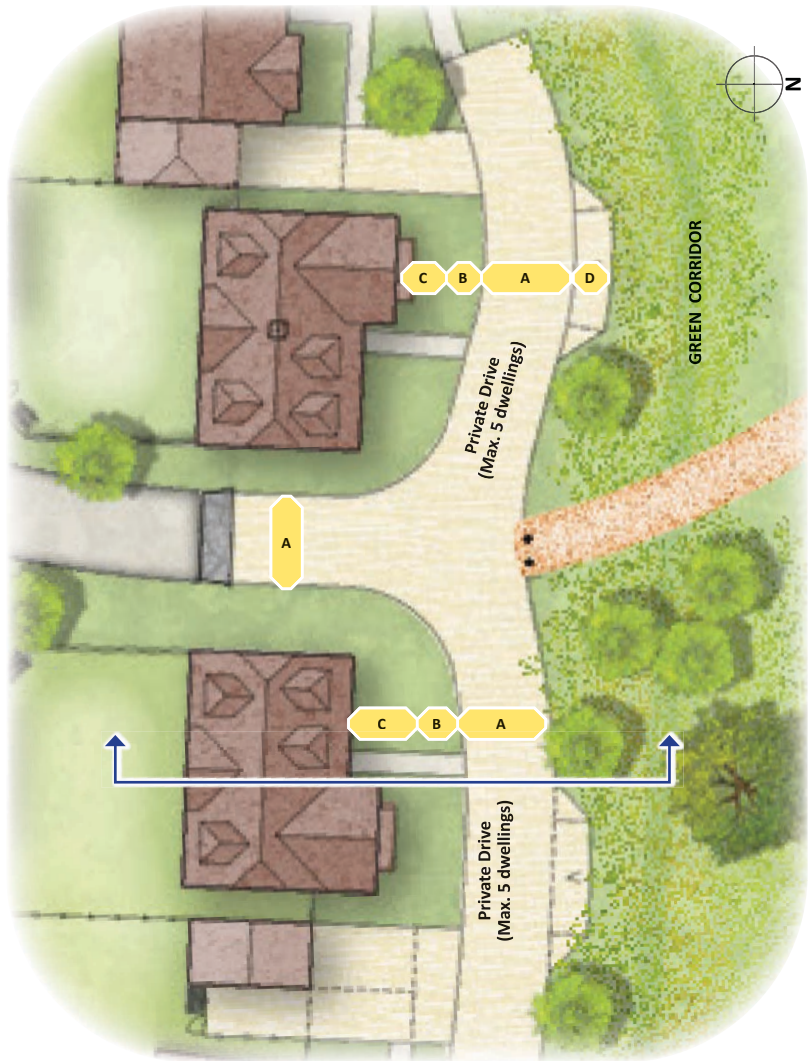
4.11 Street Hierarchy Principles: Green lanes and Private Drives

Key features of this street type are as follows:

Carriageway	Minimum width 4.8 metres wide tracking zone. Macadam between junctions
Footways	2.0 metre wide footway on each side
Verges	2.0 metres wide in places on each or either side
Junctions	Brick 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	Privacy margin 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



Street section

A	4.8m wide shared surface carriageway and turning head
B	2.0m wide service reservation margin
C	Front garden (varies in depth)
D	2.0m wide parallel unallocated/visitor parking bays

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4.12 Parking Distribution

The proposed parking provision, distribution and typologies incorporated within these Reserved Matters proposals is consistent with the requirements and guidance set out within Section 3.6 of the Design Code.

Parking provision and typologies compliance

Parking has been designed to meet Arun District Council standards based on Parking Behaviour Zone 2. This comprises the following:

- One and two bedroom flats – 2 spaces
- Two and three bedroom houses – 2 spaces
- Four bedroom houses and above – 3 spaces

Key features of the parking provision include the following:

- Garages where provided will have minimum clear internal dimensions of 3.0 metres width x 6.0 metres length and will count as 0.5 a space.
- Car barns will be occasionally used and will count as one 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.
- 20% of parking spaces will be provided with Electric Vehicle charging capability.

Key

On-plot

Garages/Car Ports/FOGS

On-Street/Parking Court (allocated)

Disabled

Unallocated

Visitors



Overall parking allocation plan