

6.0 ACCESS & MOVEMENT

6.5 STREET HIERARCHY

The movement hierarchy covers the differing street types and how they connect together to form a safe and legible network. The proposed internal network links to the surrounding streets at the respective junction with Arundel Road, and is designed to encourage walking and cycling.

The overall objective is to create streets that have distinctive characters but fit together to create a coherent development. The strategic movement hierarchy comprises primary, secondary and tertiary street types which perform different functions as follows:

The street hierarchy will be supported and reinforced by a distinct palette of landscape detailing and soft landscape planting.



Village Street - Strategic movement corridor -5.5m carriageway with 2m pavements on one or both sides and with a tree lined verge to one side.



Residential Streets - The next level of connecting streets which carry general residential traffic - 4.8m carriageway with 2m pavement on one or both sides..



Lanes - Shared surface residential streets, generally in form of lanes or drives and not intended for through traffic.



Road Typologies plan

6.0 ACCESS & MOVEMENT

6.6 PARKING

Car parking will be provided in compliance with Arun Parking Standards dated January 2020 and incorporated into the scheme to ensure that it does not adversely impact on the public realm and landscape setting.

A variety of car parking options will be provided. Visitors will be able to park in bays off the street whilst home owners will have either parking off the street adjacent to their property or in parking courts. .

For houses this is generally provided on plot in garages and drive spaces, or off-plot in on-street bays. Parking for the affordable flats is provided in parking courts accessed from the front of the dwelling. Provision for the respective dwelling sizes within the scheme is based on Parking Behaviour Zone 2 standards from the ADC parking standards SPD (2020). This will require the following levels of provision for the respective dwelling sizes: one bedroom flats, two and three bedroom houses – 2 spaces, four bedroom houses and five bedroom houses – 3 spaces.

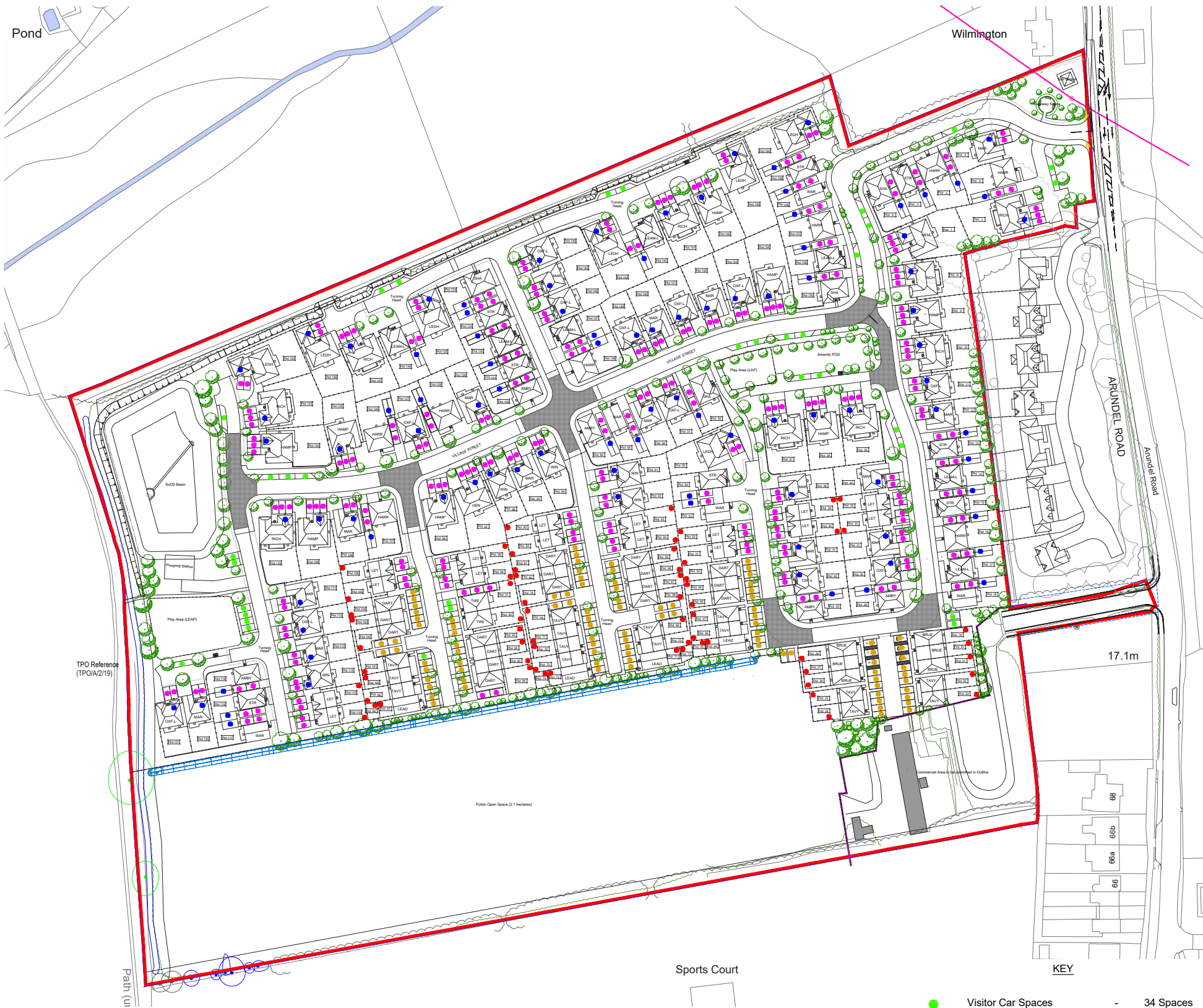
Key Points:

- Garages where provided will count as 0.5 a 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 1.2metre wide transfer zone and 5 metres in length.
- In line with policy a percentage of properties across the site should be provided with Electric Vehicle charging capability.

Cycle Parking and Storage Provision

Provision for cycle storage for the new homes will be provided to meet Arun District Council’s recommended standards. This should be as follows:

- Where provided in private garages, cycle storage must allow cycles to be removed without the need to drive out a parked car.
- Where properties are not provided with a garage a shed will be provided for cycle storage within the rear garden.
- Where drives are used for the movement of cycles or bins minimum driveway widths should be 3.0m.
- Should generally be ‘Sheffield’ stands or similar.



Parking distribution plan

6.0
ACCESS & MOVEMENT

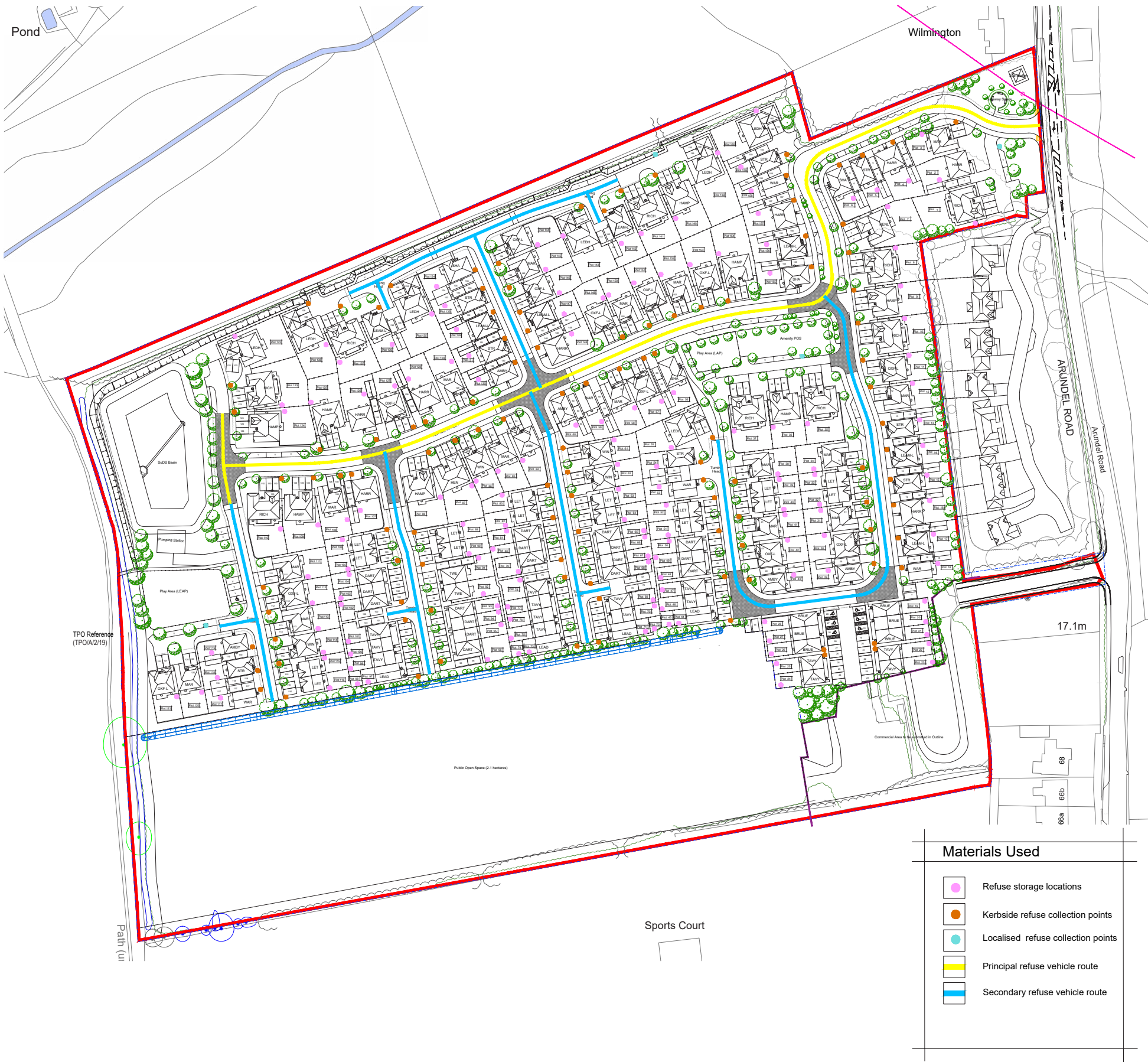
6.7 REFUSE STORAGE AND COLLECTION

Refuse storage will be provided within gardens on plot for the houses and in communal storage rooms for apartments. Storage provision will be provided in accordance with the Council’s requirements and will include provision for general and recyclable waste.

The layout will be designed to incorporate appropriate and adequate manoeuvring space for refuse collection vehicles with Refuse Collection Points incorporated into the street network where required to achieve acceptable collection distances.

6.8 UTILITIES

Service corridors will be incorporated into the street. These will generally be below footways where they are provided in the street type or as reservation zones on dwelling frontages to private drives along green space frontages.



7.0 TECHNICAL REQUIREMENTS

7.1 HIGHWAY GEOMETRY AND VISABILITY SPLAYS

7.2 REFUSE VEHICLE SWEPT PATH ANALYSIS

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7.1 HIGHWAY GEOMETRY AND VISABILITY SPLAYS

Highway Geometry and Visibility Splays have been considered by JNP Group and plans accompany this application - *please refer for references.*



7.0
TECHNICAL REQUIREMENTS

7.2 REFUSE VEHICLE SWEPT PATH ANALYSIS

Refuse Vehicle swept path analysis has been considered by JNP Group and plans accompany this application - please refer for references.



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8.0 LANDSCAPE PROPOSALS

- 8.1 LANDSCAPE AND OPEN SPACE**
- 8.2 LANDSCAPE MASTERPLAN**
- 8.3 ECOLOGY MITIGATION**
- 8.4 OPEN SPACE PROVISION**
- 8.5 STRUCTURAL PLANTING**
- 8.6 TREE STRATEGY**

8.0 LANDSCAPE PROPOSALS

8.1 LANDSCAPE AND OPEN SPACE

The protection and enhancement of the natural environment including habitats and species is a fundamental requirement of both national and local planning policy. Existing natural landscape and vegetation within the site is generally associated with internal boundaries as well as an area of unmanaged scrub located within the north eastern corner of the site. Development proposals will seek to minimise any adverse impacts on the existing natural environment and instead aim to integrate natural green areas through a network of spaces across the wider scheme that will provide benefits including health and wellbeing, biodiversity, climate, and flood mitigation.

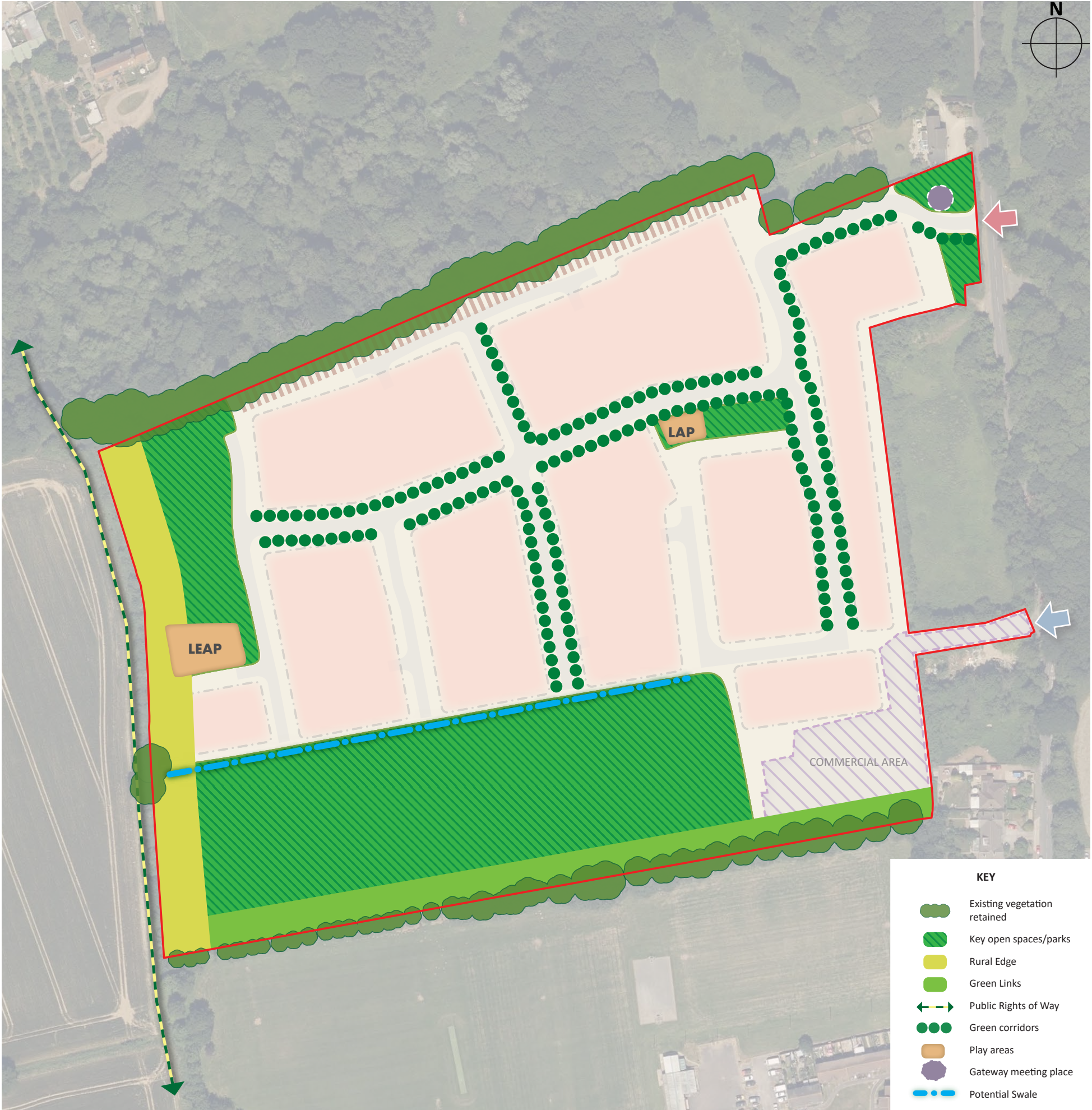
3.2ha of Green Infrastructure space is proposed on site, providing a range of functions and benefits. A network of open green spaces will allow for informal on-site recreation including new recreational routes creating a sense of place. These routes will link to Arundel Road improving connectivity within the site and surrounding area. New open space will be provided within the southern part of the site as well as a new children’s play area that will also be provided in the form of a Locally Equipped Area of Play (LEAP).

New native tree and hedgerow planting along the site boundaries will be proposed to enhance the existing vegetation buffers and strengthen wildlife habitats and ecological assets. This approach will also help integrate the new residential development into the sites mature setting and enhance the existing surrounding landscape features such as Steyne Wood.

The following key landscape and open space design principles are proposed:

- New public open space will be located to the northern, western, and southern parts of the site to integrate the proposed housing development into to the sites landscape setting.
- A mix of formal and informal open spaces will be included providing a range of recreational and amenity benefits to both new and existing residents promoting a healthy, active and inclusive lifestyle. This includes a large open space area to the south, a LEAP, a LAP and recreational routes.
- New tree, hedgerow and woodland planting along the site boundaries will help reinforce the enclose the new housing development as well as provide a range of wildlife and ecological benefits.
- Street planting and a network of pocket green spaces will help soften the proposed built form.
- A new attenuation basin, forming part of the SUDs solution for the site, will provide an attractive landscape feature and enhance the site’s biodiversity value and habitat creation opportunities.

This approach is consistent with the strategic landscape proposals as set out within the outline planning approval’s Landscape Strategy and demonstrates the key ecological and landscape interventions for the site.



Proposed green infrastructure plan