

5.0
PROPOSALS



Key



STREET SCENE E-E

5.0
PROPOSALS

5.14 STREET ELEVATIONS



Plot 160 Plot 139 Plot 140 Plot 141 Plot 142 Plot 143

Datum 10.00
STREET SCENE F-F



Plot 134 Plot 135 Plot 136 Plot 137 Plot 138 Plot 139

STREET SCENE F-F CONTINUED



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PROPOSALS



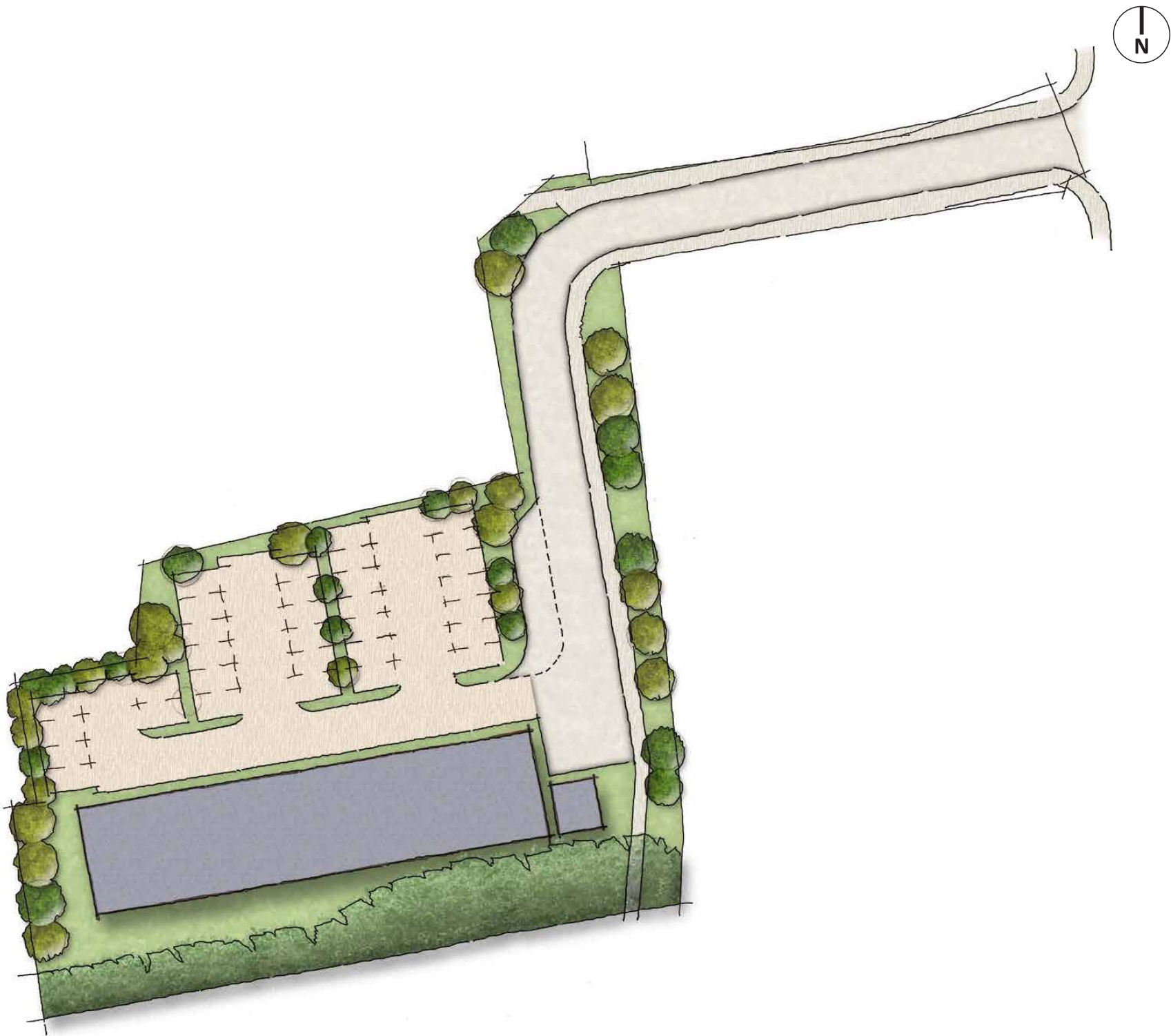
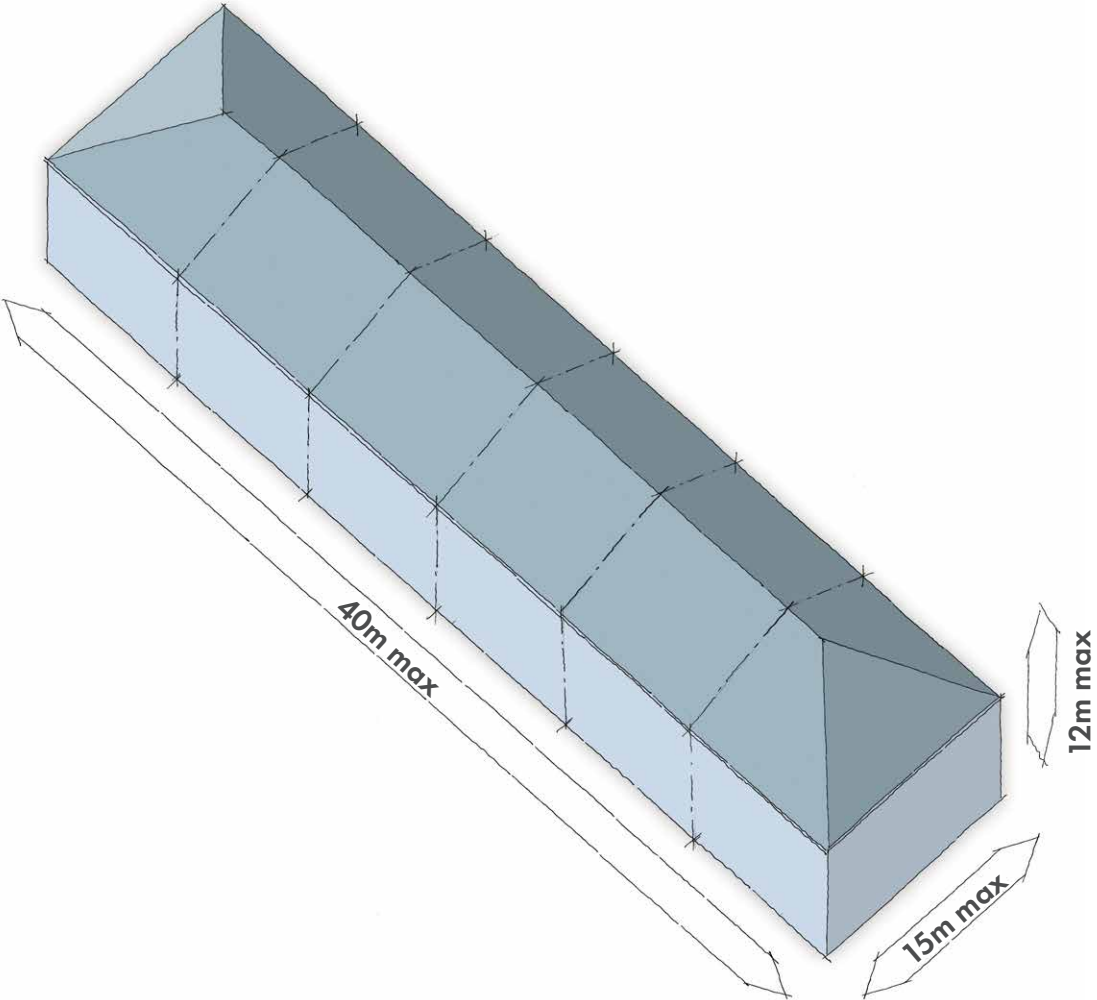
Key

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PROPOSALS

5.15 COMMERCIAL CHARACTER AREA

The commercial area is proposed to come forward for Class E development to accommodate up to 1,393 sqm of floorspace.

Whilst it is unclear the way in which this parcel would come forward and this would be determined through a future reserved matters, we have provided a number of parameters for inclusion within the submission. This is based upon the technical work that has been undertaken and the relationship with the wider residential land use of the site.



6.0 ACCESS AND MOVEMENT

- 6.1 RESIDENTIAL SITE ACCESS LOCATION AND JUNCTION DETAILS**
- 6.2 COMMERCIAL SITE ACCESS LOCATION AND JUNCTION DETAILS**
- 6.3 INTERNAL VEHICULAR MOVEMENT NETWORK**
- 6.4 PEDESTRIAN AND CYCLIST CONNECTIVITY**
- 6.5 STREET HIERARCHY**
- 6.6 PARKING**
- 6.7 REFUSE STORAGE AND COLLECTION**
- 6.8 UTILITIES**

6.0 ACCESS & MOVEMENT

6.1 RESIDENTIAL SITE ACCESS LOCATION AND JUNCTION DETAILS

The main vehicular access into the site will be via a new road off Arundel Road, in the form of a single priority junction.

The detailed design of the layout will be designed in accordance with Part B of the Building Regulations 'Access and facilities for fire service', to ensure sufficient carriageway widths and appropriate access for emergency services can be achieved.

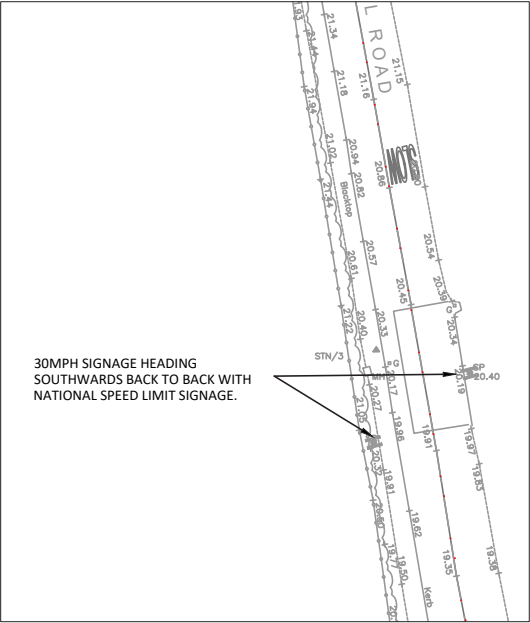
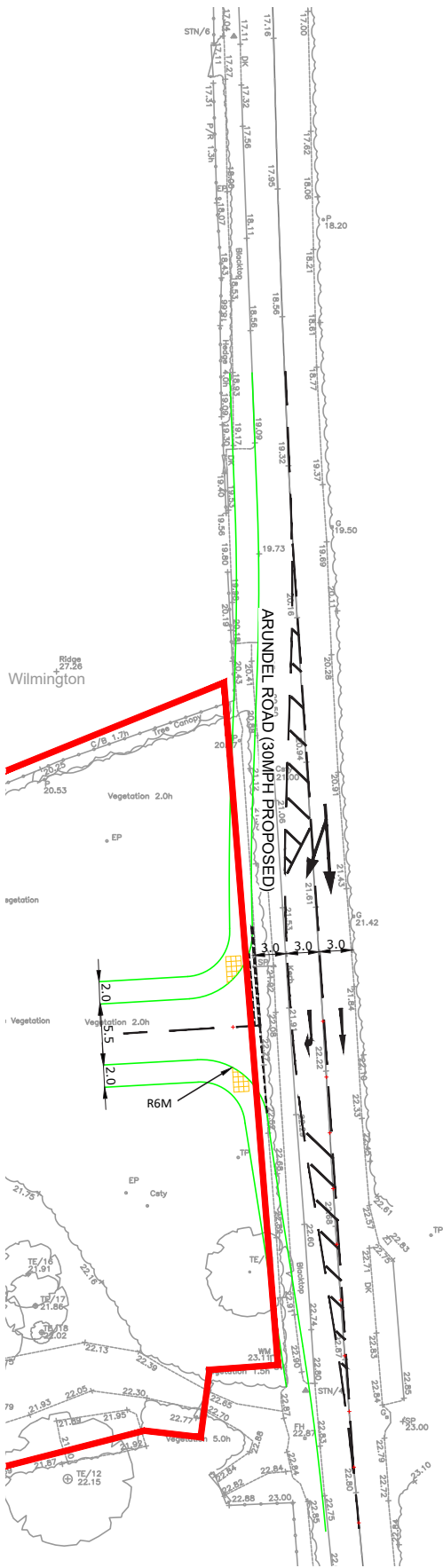
Pedestrian and cycle access to the site will be available via the vehicular access points from Arundel Road. A new recreational footway will be provided within the open space around the new homes.

The proposed access arrangements into the site are in accordance with the access arrangements approved within application A/207/21/PL.



ARUN DESIGN GUIDE REFERENCE

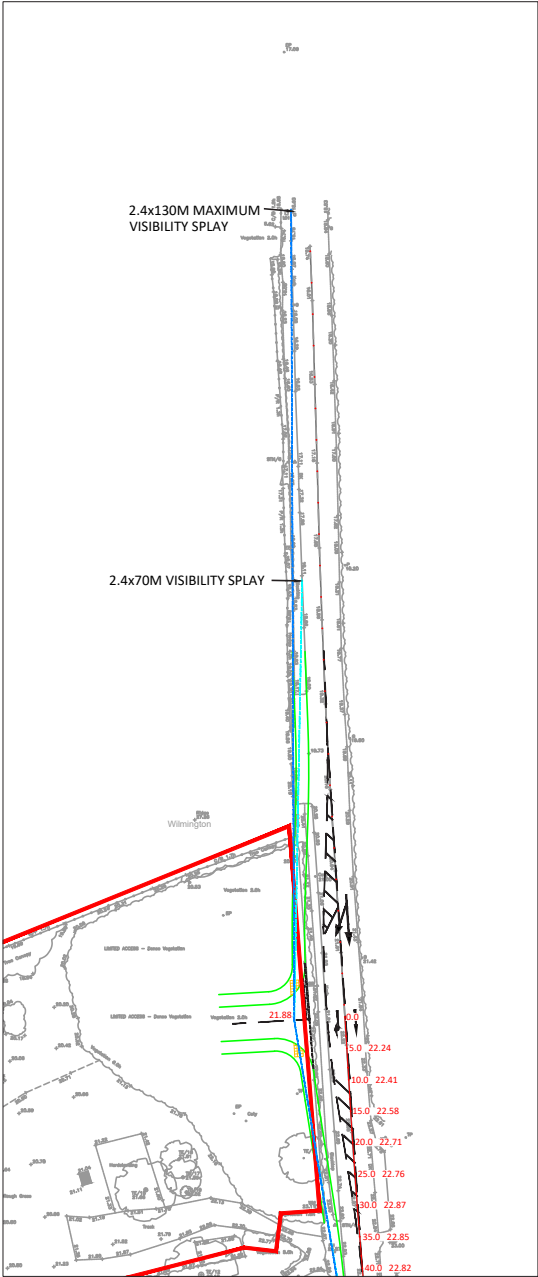
- Incorporates connections with existing routes to enable ease of movement beyond the development including access to wider facilities, amenities, and services; and is able to connect to neighbouring land which may be development in the future.
- Creates streets and spaces which are defined and enclosed by buildings and/or landscape features of a human scale.
- Creates a legible, accessible and usable network of streets, footpaths, cycleways and access arrangements which incorporate a clear street hierarchy and provide connections beyond and throughout the development.



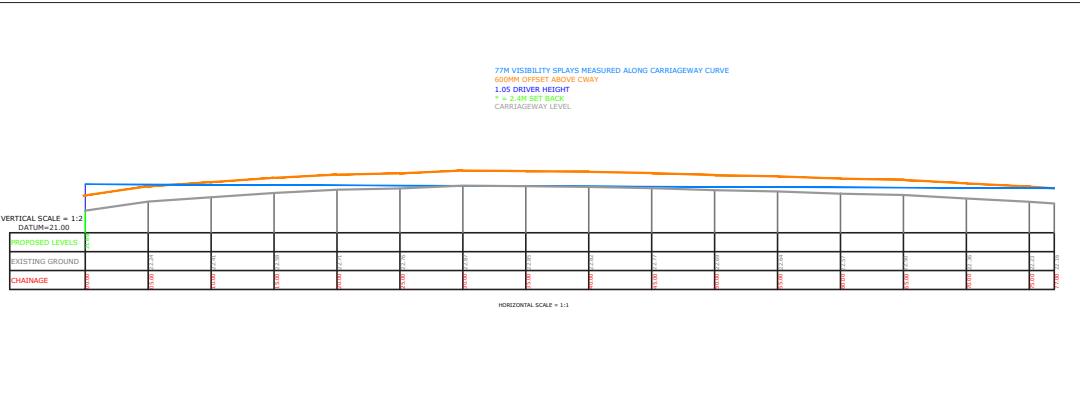
SIGNAGE TO THE SOUTH



VISIBILITY SPLAYS TO THE SOUTH



VISIBILITY SPLAYS TO THE NORTH



VERTICAL VISIBILITY SPLAY

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ACCESS & MOVEMENT

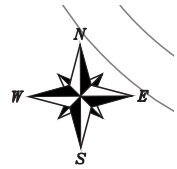
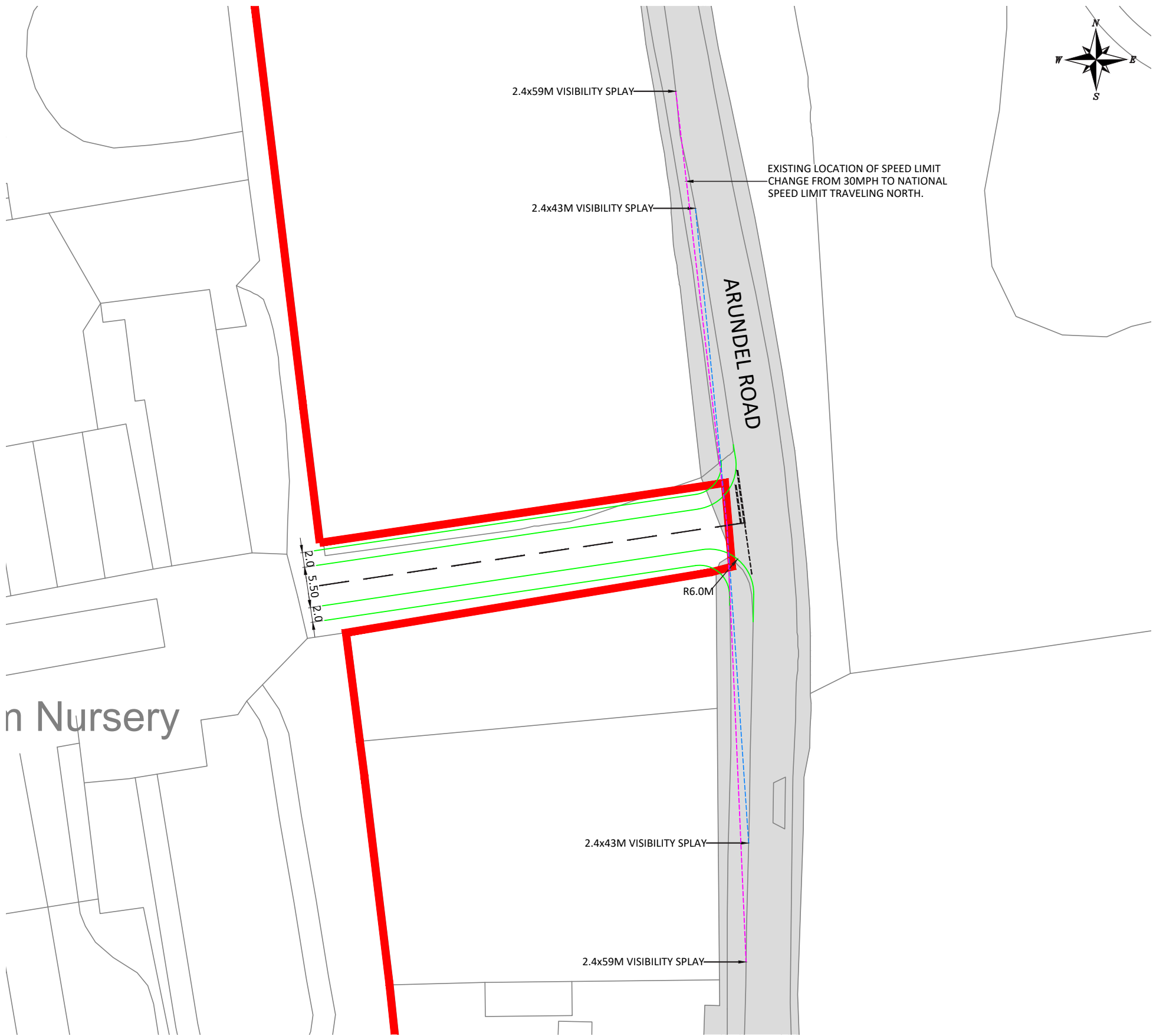
6.2 COMMERCIAL SITE ACCESS LOCATION AND JUNCTION DETAILS

The existing access onto Arundel Road will be upgraded to serve the redeveloped employment area that sits in the south eastern corner of the site, this improvement will enhance the safe access to and from Arundel Road for vehicles and pedestrians.



ARUN DESIGN GUIDE REFERENCE

- Incorporates the provision of dedicated shared cycle and pedestrian routes or bridleways alongside and beyond roadways.
- Offers streets and spaces in which people can rest, meet and gather.
- Encourages pedestrian movement, providing continuous pavements of sufficient size to meet the needs of all users.



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ACCESS & MOVEMENT

6.3 INTERNAL VEHICULAR MOVEMENT NETWORK

The accesses proposed within this application are as per the access arrangements that have been agreed as part of the outline approval on this site. The principal residential vehicular access would be from Arundel Road with a separate access serving the commercial units from Arundel Road situated to the south.

The strategy is to create a permeable and well-connected place with a legible hierarchy of streets, creating the spine road, secondary roads and private drives, which respond to their importance within the hierarchy, their locations, and the surrounding features. The position and alignment will retain and respond to site features such as topographical features, hedgerows and trees, wherever possible.

Street character will be generated from the holistic design of the street. This will vary relative to traffic flows, but other factors which will influence the specific character of the various street types will include the following:

1. Variety and degree of enclosure;
 2. Width between building frontages;
 3. Height of buildings;
 4. Consistency of building line;
 5. Continuity of built form;
 6. Street tree planting/ landscaping;
 7. Depths of front gardens;
 8. Boundary treatments; and
 9. Surface materials.

ARUN DESIGN GUIDE REFERENCE

- Incorporates a ‘street hierarchy’, clearly communicated by a range of street typologies which are able to accommodate the appropriate type of movement/transport.



Vehicular, pedestrian and cycle movement network plan

*Detailed landscape and ecological buffers – please refer to landscape plans and ecological mitigation and enhancement plan

6.0
ACCESS & MOVEMENT

6.4 PEDESTRIAN AND CYCLIST CONNECTIVITY

The road hierarchy and character should provide pedestrian access into and through the site giving links to the adjacent and surrounding network of footpaths. Pedestrian and cycle access to the site is more extensive than that for vehicles. This approach seeks to encourage the use of sustainable transport modes by providing direct and convenient pedestrian and cycle connections to a range of destinations.

The pedestrian layout uses the road and street hierarchy for vehicular movement, but with additional pedestrian links. Thus while the street layout directs vehicles to the primary routes, pedestrians have alternative access.

Within the site, the road network has been designed in accordance with the principles of Manual for Streets which seeks to place the needs of non-motorised users above those of the motorist. The scheme's road network is suitable for use by cyclists, providing safe and convenient access throughout the site.

The existing Public Right of Way (PRoW 2176) footpath running north to south adjacent to the western boundary of the site will not be affected by the proposals and will be connected to the pedestrian movement routes within the site as part of the enhanced pedestrian movement network.

A network of footpath/ cycleways is to be provided within the green spaces in addition to the shared surface lanes and traffic calmed streets to provide a permeable, well connected and safe environment for pedestrians and cyclists of all ages.

Internal pedestrian movement will either be on segregated footways or on shared surface lanes, all as indicated on the diagram. Cyclists will either be on traffic calmed carriageways or shared surface lanes.

ARUN DESIGN GUIDE REFERENCE

- Provides a connected and convenient network of streets, footways, cycle paths, bridleways, public rights of way and access routes which follow desire lines.
- Provides appropriate levels of residential and/or non-residential parking spaces to the levels set out in Arun District Council's Parking Standards Guidance (2020) and West Sussex Parking Guidance (2019)
- Provides a range of parking solutions appropriate to their context, which take account of the needs for pedestrians, cyclists, and other road users.
- Ensures the streets and spaces are not car-dominated, and that the roadway is not obstructed by parked cars.
- Provides visitor parking to appropriate levels set out in guidance, ensuring that this is easy to recognise and distributed throughout the development.
- Provides appropriate levels of cycle parking according to the Arun District Parking Standards SPG and West Sussex County Council Parking Guidance.



Pedestrian and cyclist movement network plan

*Detailed landscape and ecological buffers – please refer to landscape plans and ecological mitigation and enhancement plan

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.

ARUN DESIGN GUIDE REFERENCE

- Provides sufficient space to store the volume of bins and extra capacity for all recycling waste types necessary to meet the needs of the building's occupants, in a convenient and safe location.
- Ensures convenient access for service vehicles, providing sufficient space to avoid the needs for frequent turning.



Road Typologies plan

*Detailed landscape and ecological buffers – please refer to landscape plans and ecological mitigation and enhancement 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

*Detailed landscape and ecological buffers – please refer to landscape plans and ecological mitigation and enhancement plan

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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.



ARUN DESIGN GUIDE REFERENCE

- Incorporates speed limits and traffic calming measures appropriate to the position of routes within the street hierarchy.



Refuse strategy plan

*Detailed landscape and ecological buffers – please refer to landscape plans and ecological mitigation and enhancement plan