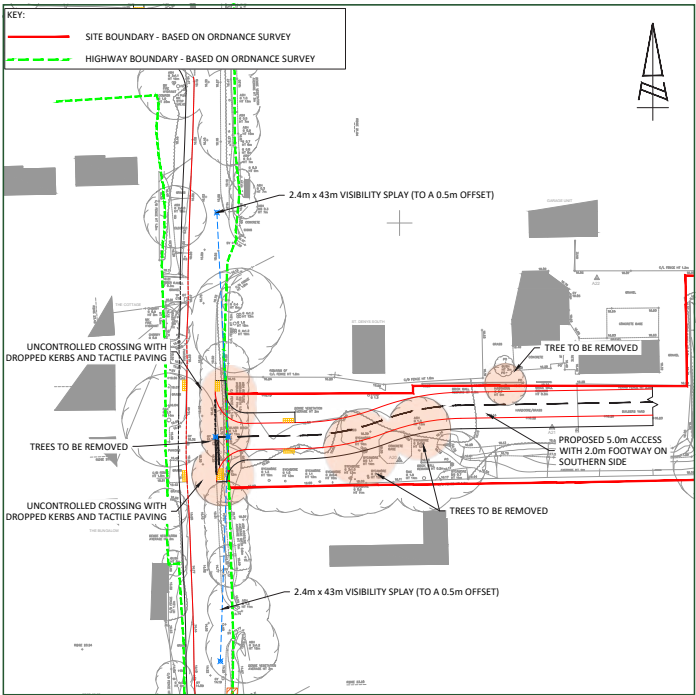


3.0 ACCESS, MOVEMENT & PARKING

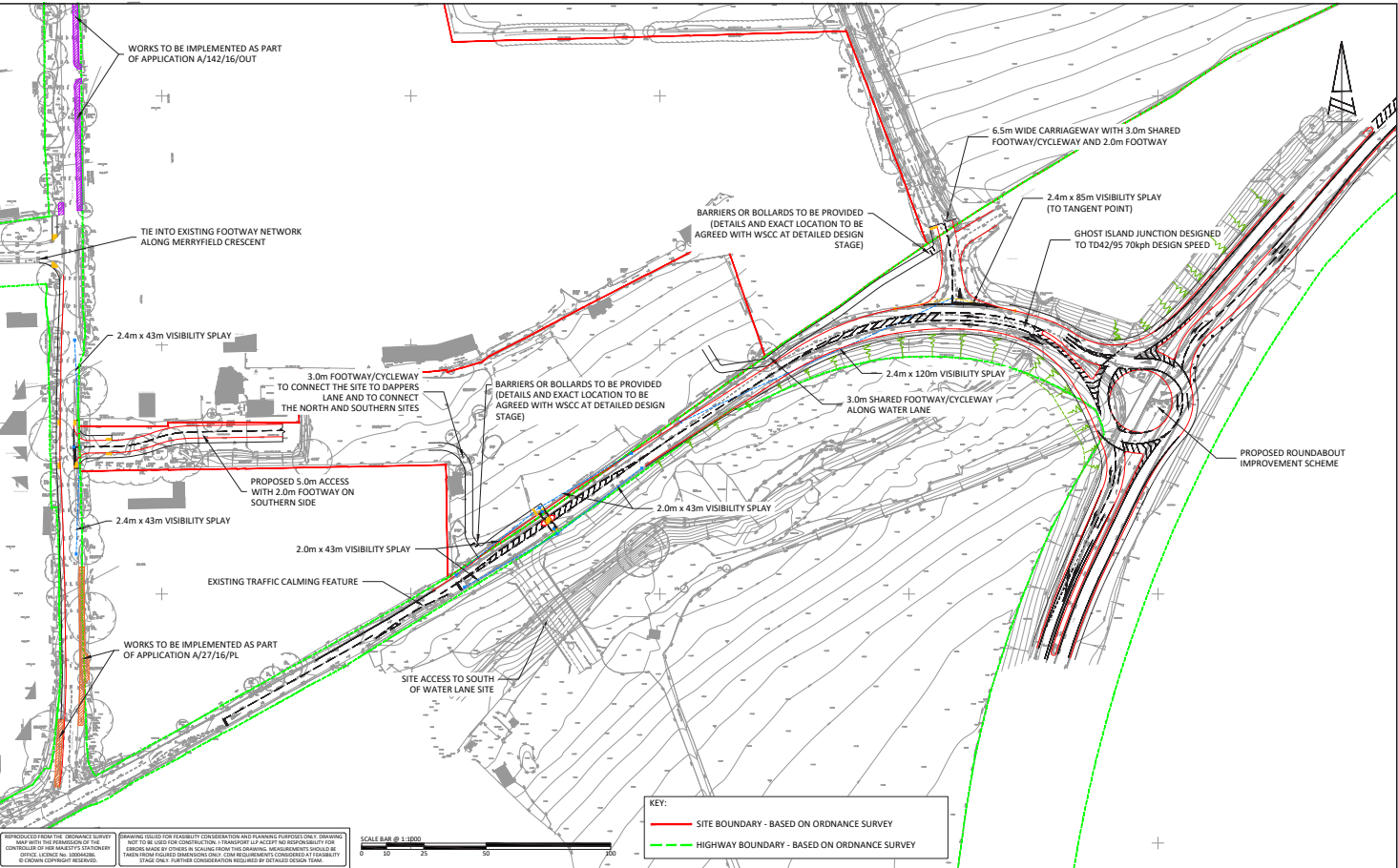
3.1 Approved Site Access Locations and Junction Details

Three points of vehicular access to the site have been approved as part of the outline application. These are as follows:

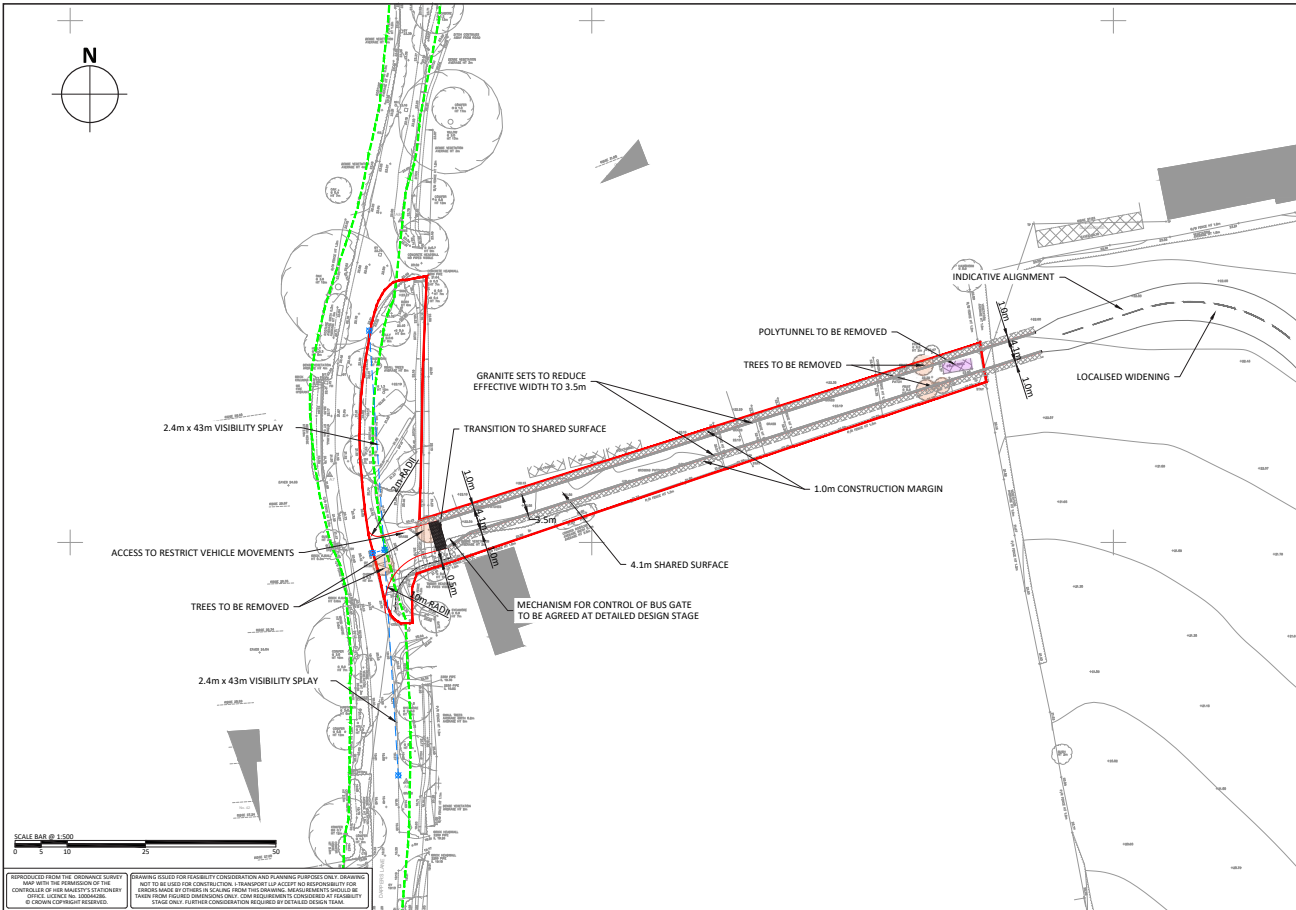
- 1. Main site entrance from Water Lane and associated works
- 2. Secondary site access to small development parcel from southern end of Dappers Lane
- 3. Bus and emergency vehicle access and associated works connecting into western edge of development



2. Secondary site access from Dappers Lane (iTransport)



1. Main site entrance from Water Lane (iTransport)



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

3.0

ACCESS, MOVEMENT & PARKING

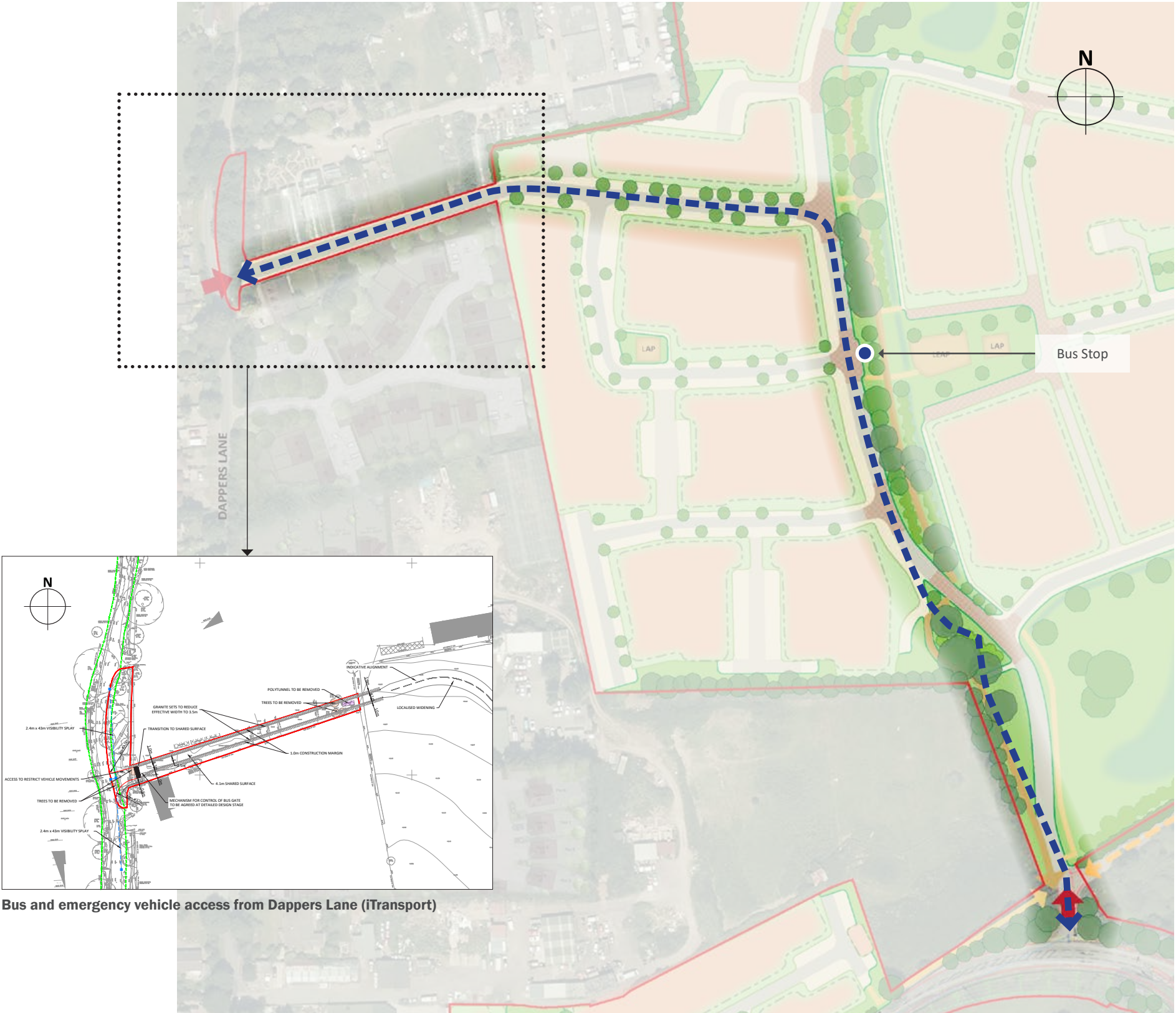
3.2

Public Transport / Dappers Lane Link
(Conditions 16 and 39)

The proposed link from Dappers Lane into the western edge of the main development site and link south to the junction with Water Lane will facilitate the diversion of the Stagecoach service no. 9 through the site. This is an hourly service which runs between Shoreham-on-sea and Littlehampton and including access to Angmering Railway Station. This service provides good coverage between Monday and Saturday and offers a realistic alternative to travel by private car. A bus stop should be located within the development at the heart of the Village character area to ensure that most of the new homes are within a 400m radius.



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



Extract of masterplan showing public transport link

3.0

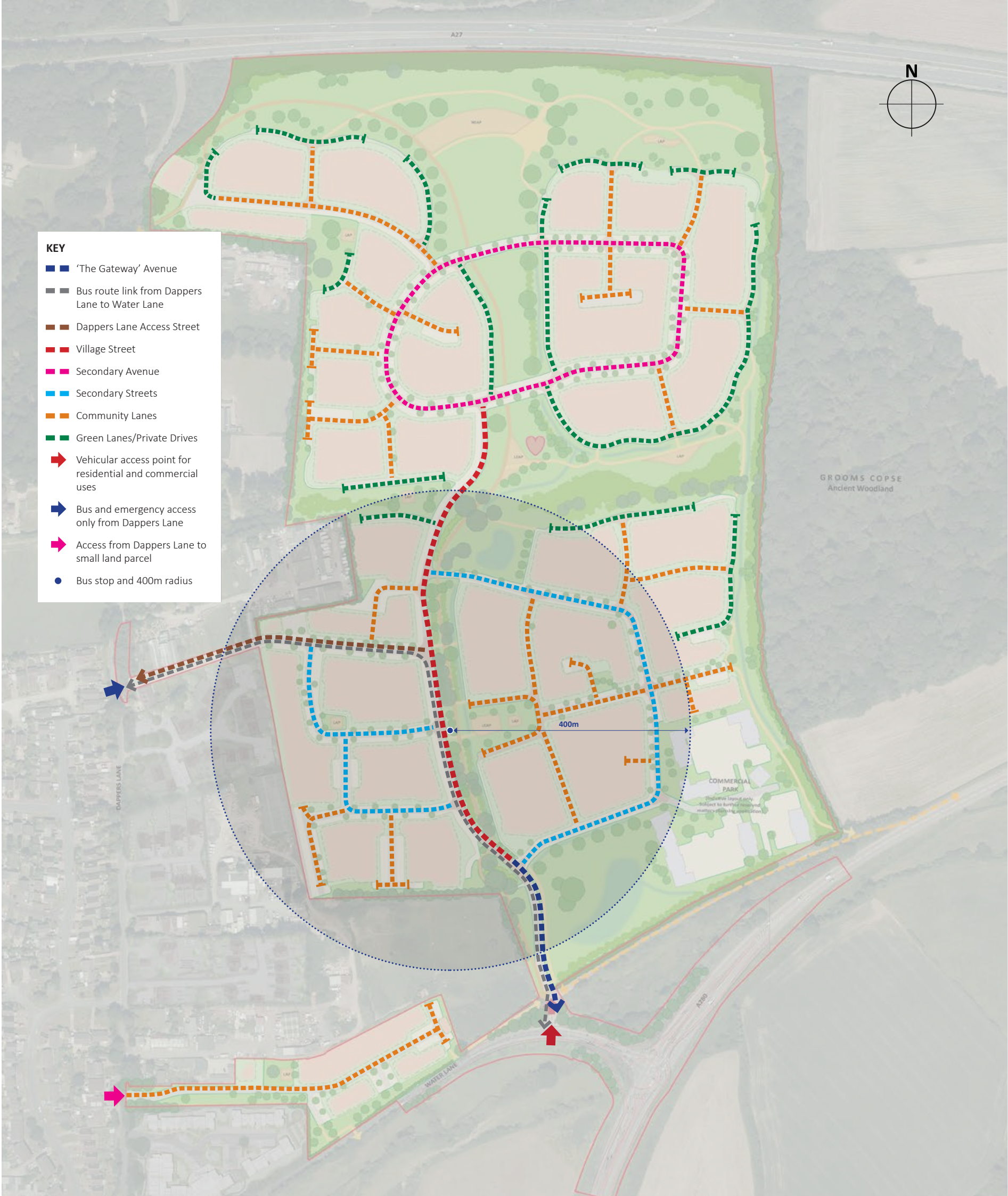
ACCESS, MOVEMENT & PARKING

3.3 Internal Vehicular Movement Network

The strategy is to create a legible network of avenues, streets and lanes which respond to their importance within the hierarchy, their locations, and the surrounding features. The position and alignment of streets and lanes retain and respond to site features such as topographical features, hedgerows, and trees, wherever possible.

The approach to access and movement is important part in reinforcing the character areas. The following section describes the main features and dimensional criteria for each of the street types.

Vehicular movement network diagram ►



3.0

ACCESS, MOVEMENT & PARKING

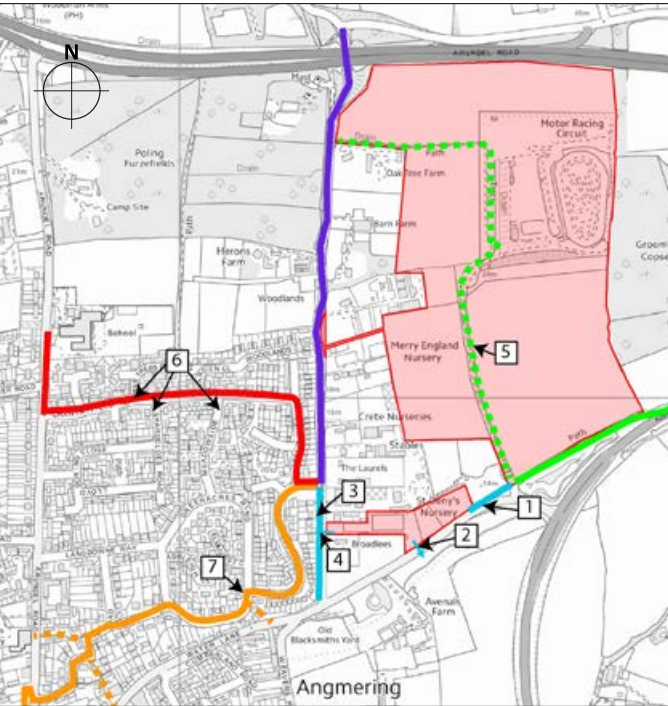
3.4

Pedestrian and Cyclist Connectivity

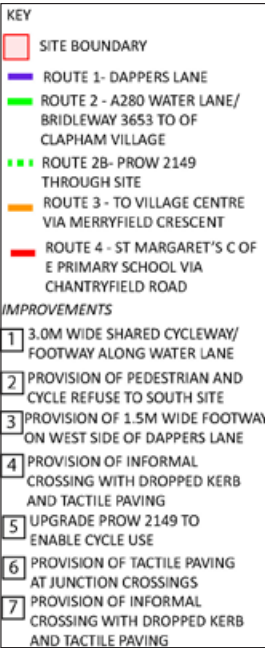
The existing Public Right of Way (PRoW) footpath running north-south through the site will be enhanced to provide a 3 metre wide footpath / cycleway integrated into the layout. At its southern end it will link up with the existing route along the northern side of Water Lane and provision will be made to connect with development on the southern side of Water Lane.

A footpath cycleway will be incorporated along the eastern edge of the site linking to the existing route at its southern end and linking into the footpath network within the open space at the northern end.

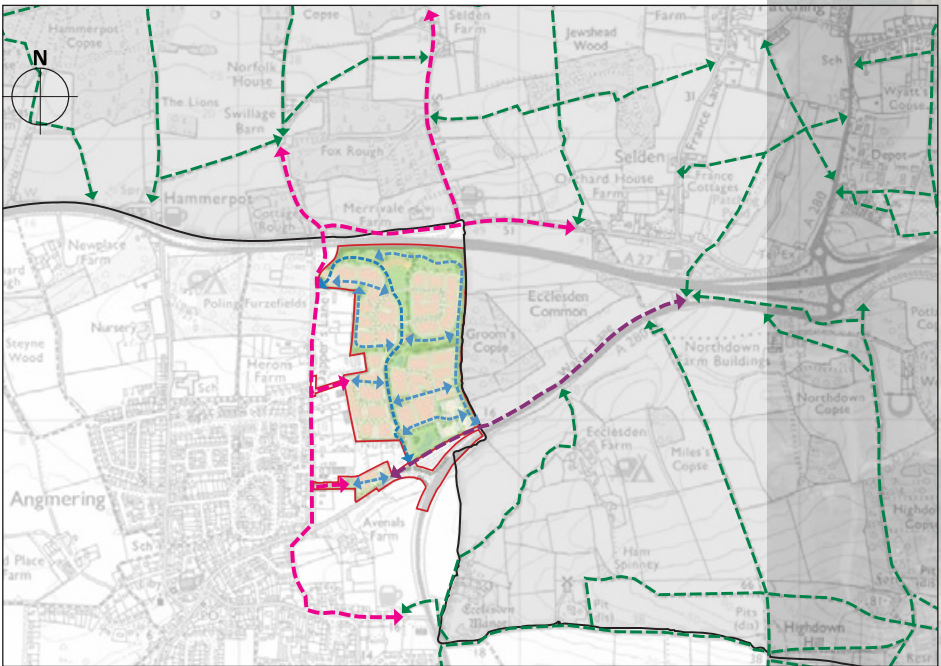
The development will include the provision of a new 3 metre wide footpath/cycleway along Water Lane to connect the new site access with Dappers Lane and the Land South of Water Lane Development site, a new footway on the western side of Dappers Lane to connect with Merryfield Crescent, upgrading of PRoW 2149 through dedicated cycle rights and the delivery of a comprehensive network of footways and routes through the site. The delivery of these improvements will ensure that the site is well connected to local infrastructure and that opportunities for walking and cycling to and from the site are taken up. Within the site a permeable and well-connected network of routes for pedestrians and cyclists will make it attractive for these sustainable modes of active travel.



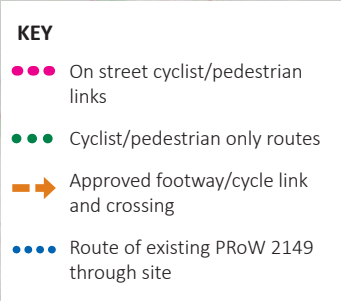
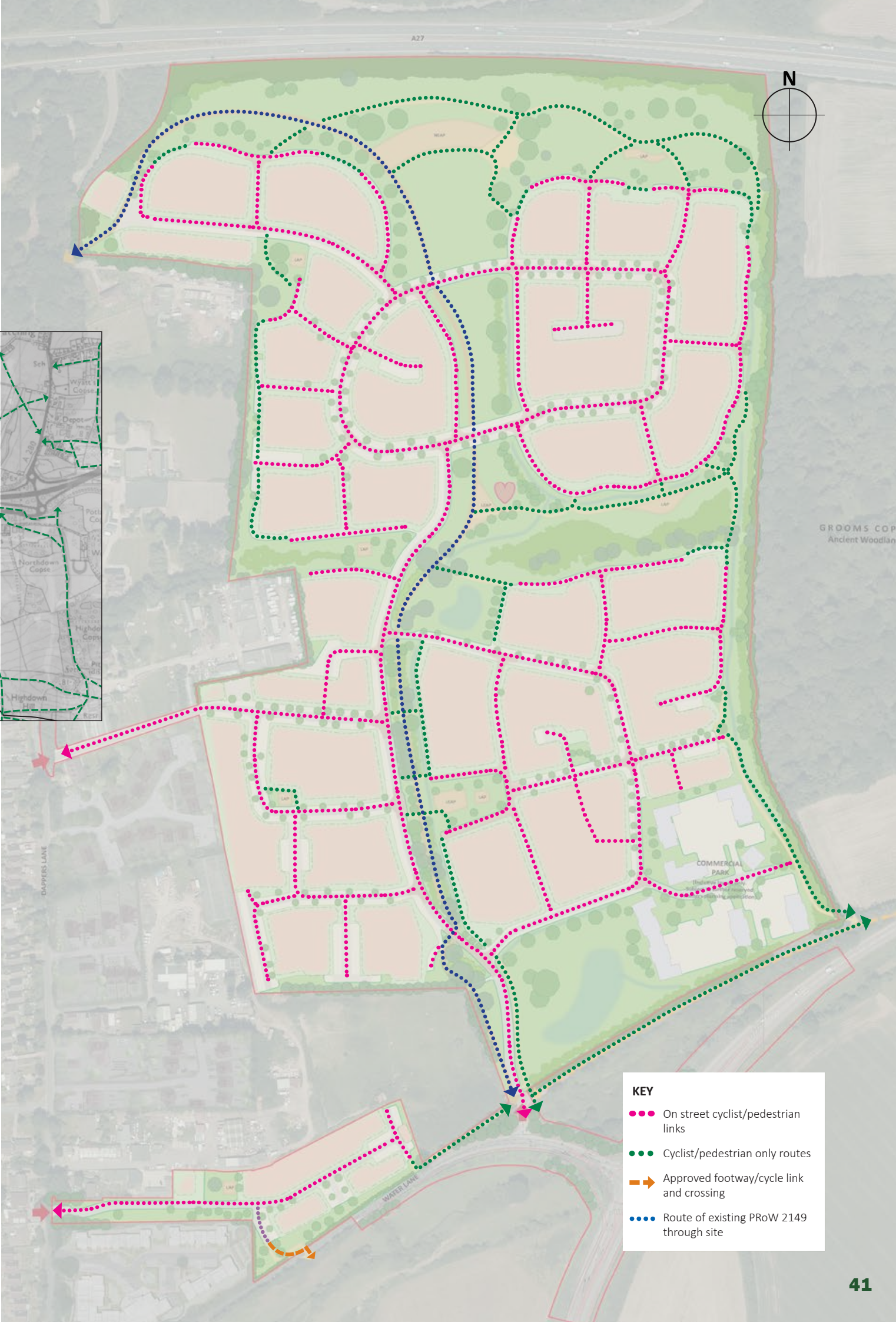
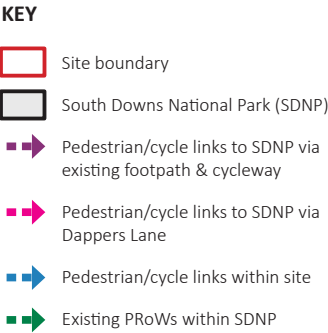
Extract of NMU audit improvements plan (iTransport)



Pedestrian & cyclist movement network diagram ►



Pedestrian & cycle links to the SDNP



3.0

ACCESS, MOVEMENT & PARKING

3.5

Street Types

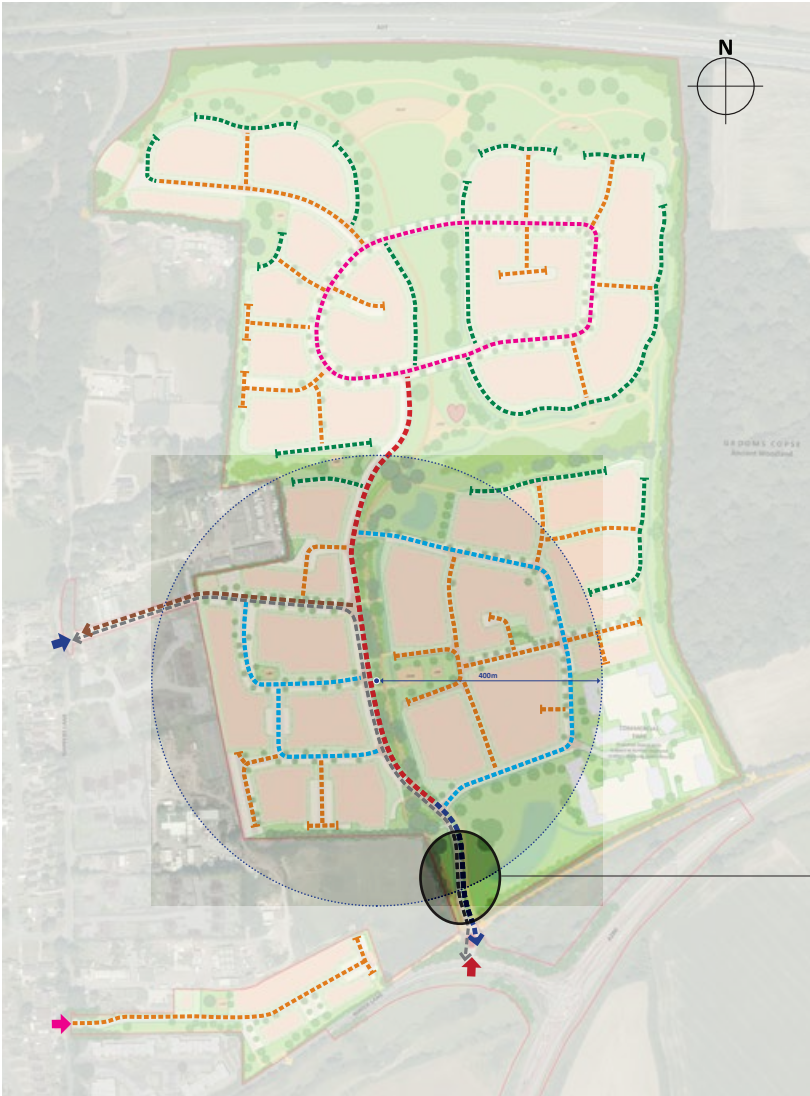
Gateway Avenue

The Gateway Avenue extends from the main access junction with Water Lane to the Gateway space from which the Village Street and Secondary Street connect. It has retained trees along its eastern and western edges.

The carriageway will be 6.5 metres wide with a 2 metre footway on one side and 3 metres overall width shared footpath / cycleway on the other.

The diagrams illustrate the design principles and setting out criteria which must be applied to the detailed site layout submitted as part of the RM planning application.

GATEWAY AVENUE	
Carriageway	Minimum width 6.5 metres wide. Macadam between junctions
Footways	2.0 metre wide footway on one side, 3.0 metre wide footpath/cycleway on other
Verges	3.0 metres wide on eastern side
Junctions	Brindle block paved panels
Landscaping	Tree planting withingreen corridor on eastern side
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	All public realm
Visitor car parking	N/A



Vehicular movement plan highlighting location of detailed plan

- KEY
- 'The Gateway' Avenue
 - Bus route link from Dappers Lane to Water Lane
 - Dappers Lane Access Street
 - Primary Avenue
 - Secondary Avenue
 - Secondary Streets
 - Community Lanes
 - Green Lanes/Private Drives
 - ➔ Vehicular access point for residential and commercial uses
 - ➔ Bus and emergency access only from Dappers Lane
 - ➔ Access from Dappers Lane to small land parcel

GATEWAY AVENUE	
A	6.5m wide macadam carriageway
B	3.0m wide footway/cycleway
C	3.0m wide grass verge
D	2.0m wide footway
E	Open space and attenuation basin



Detailed street plan

Street Section



Street section - Western edge of proposed footpath / cycleway within extent of existing hard surfacing

3.0

ACCESS, MOVEMENT & PARKING

3.5

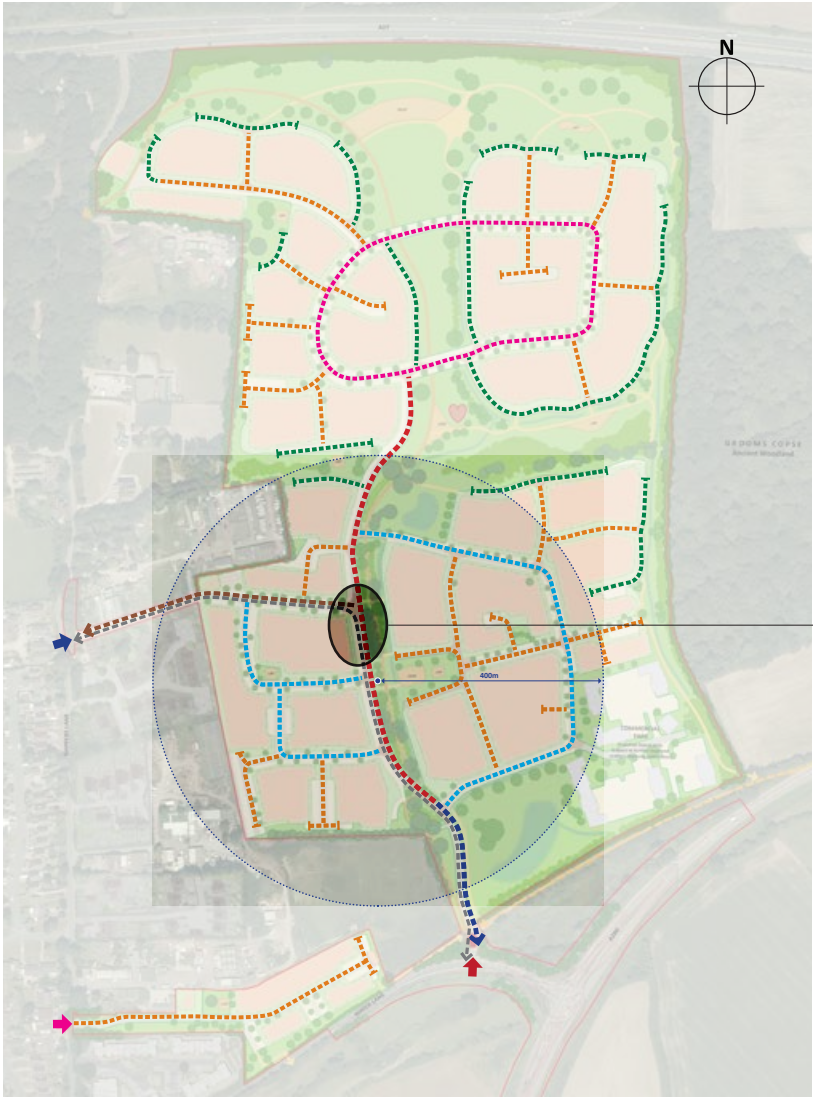
Street Types

Village Street

The Village Street provides the main vehicular movement route for all forms of transport into and out of the site from the main entrance junction with Water Lane. It is characterised as a north-south tree-lined avenue connecting pedestrians, cyclists, and vehicles from the Gateway to the centre of the site. Vehicle movement along the Village Street diverts at its northern end into a tree-lined Secondary Avenue loop to the east and west while the pedestrian and cycle path continues northwards and connects to the PRoW at the western boundary. The retained existing trees along the eastern side of the Avenue will be supplemented by new tree planting in a verge along the western edge.

The diagrams illustrate the design principles and setting out criteria which must be applied to the detailed site layout submitted as part of the RM planning application.

VILLAGE STREET	
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

KEY

Blue line

'The Gateway' Avenue

Grey line

Bus route link from Dappers Lane to Water Lane

Brown line

Dappers Lane Access Street

Red line

Primary Avenue

Pink line

Secondary Avenue

Light blue line

Secondary Streets

Orange line

Community Lanes

Green line

Green Lanes/Private Drives

Red arrow

Vehicular access point for residential and commercial uses

Blue arrow

Bus and emergency access only from Dappers Lane

Pink arrow

Access from Dappers Lane to small land parcel



Detailed street plan

Street Section



Typical street section

VILLAGE STREET	
A	6.5m wide macadam carriageway (south of Dappers Lane link)
B	2.5m wide landscaped verge/drive crossing/parallel parking zone
C	2.0m wide footway
D	Front garden (min. 2.0m deep)

Street tree planting indicative subject to landscape design requirements as set out in Section 7.0 of this document. Foundation depths relative to tree positions will comply with the NHBC 'External Works' Chapter 4.2 'Building Near Trees'.

3.0

ACCESS, MOVEMENT & PARKING

3.5

Street Types

Dappers Lane Access Road

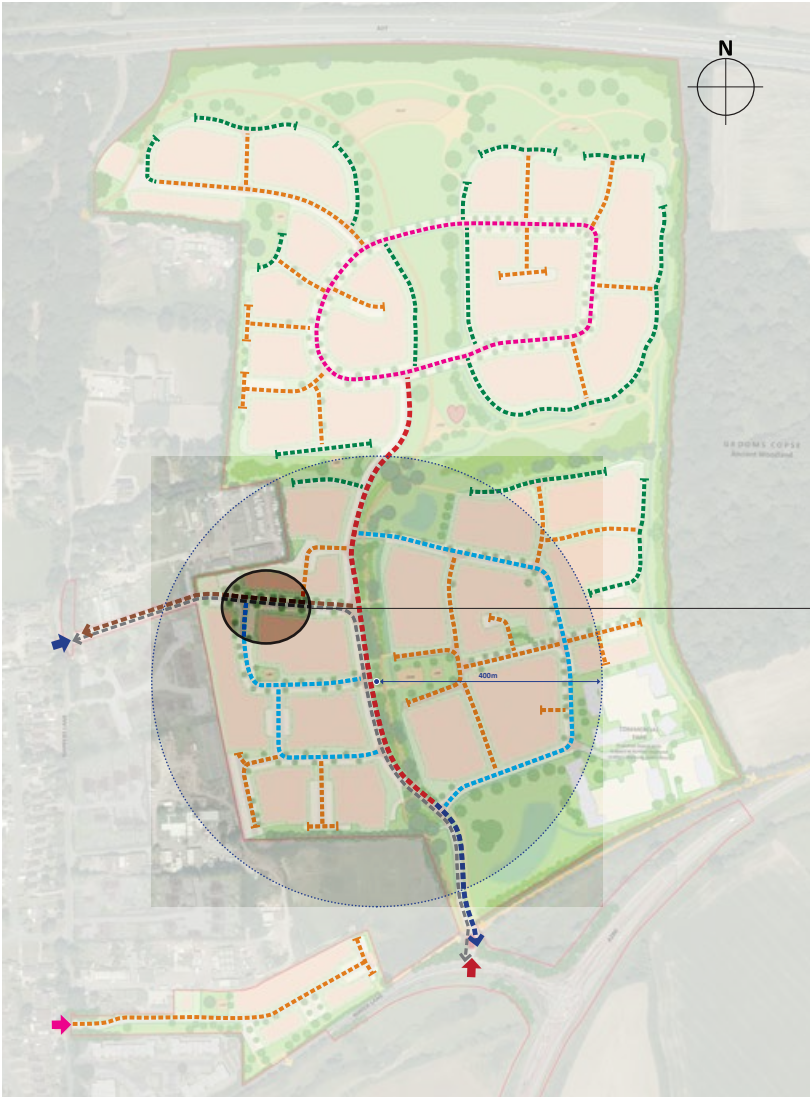
The western end of the access road from Dappers Lane will be for bus and emergency access only. Where this enters the main part of the site through the western boundary it will become a residential street.

The carriageway at the western end where there is bus and emergency vehicle traffic only will be 4.1 metres in width with a 2.0 metre wide footway on its southern side.

On entering the main body of the site, the carriageway will then widen and the residential street which connects to the Village Street will be 6.5 metres wide with a 2 metre wide footway on its northern side and a 2 metre wide tree-lined verge and 2 metre wide footway on its southern side.

The diagrams illustrate the design principles and setting out criteria which must be applied to the detailed site layout submitted as part of the RM planning application.

DAPPERS LANE ACCESS ROAD	
Carriageway	Minimum width 6.5 metres wide. 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

KEY

■ 'The Gateway' Avenue

■ Bus route link from Dappers Lane to Water Lane

■ Dappers Lane Access Street

■ Primary Avenue

■ Secondary Avenue

■ Secondary Streets

■ Community Lanes

■ Green Lanes/Private Drives

➔ Vehicular access point for residential and commercial uses

➔ Bus and emergency access only from Dappers Lane

➔ Access from Dappers Lane to small land parcel

Bus and emergency vehicle access from Dappers Lane (iTransport)

Detailed street plan

Street Section

Typical street section

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

Street tree planting indicative subject to landscape design requirements as set out in Section 7.0 of this document. Foundation depths relative to tree positions will comply with the NHBC 'External Works' Chapter 4.2 'Building Near Trees'.

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3.0

ACCESS, MOVEMENT & PARKING

3.5

Street Types

Secondary Avenue

The Secondary Avenue forms a residential loop road within the northern part of the site. It diverts traffic east and west from the northern end of the Village Street. It has a 5.5 metre wide carriageway with 2 metre wide tree-lined grass verges and 2 metre wide footways on each side.

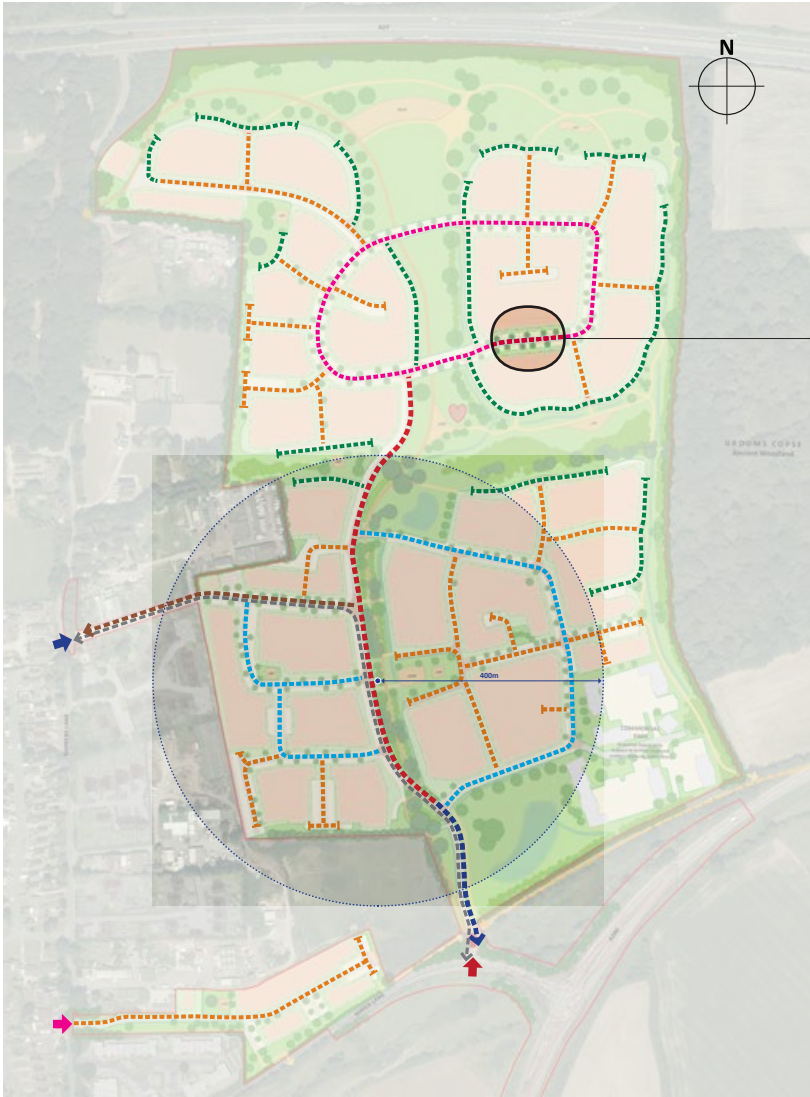
The tree lined character of this street type reflects its importance within the vehicular movement network hierarchy, particularly within the northern part of the site.

The carriageway is punctuated at key junctions with paved ‘squares’ which incorporate the adjacent footway surfaces and verge zones. The form and significance of these spaces as spatial events will be reinforced by the buildings around them and the street tree planting.

Squares have also been located at the points where the north-south footpath cycleway crosses the secondary avenue to help signify the particular importance of these locations to pedestrian and cyclist safety.

The diagrams illustrate the design principles and setting out criteria which must be applied to the detailed site layout submitted as part of the RM planning application.

SECONDARY AVENUE	
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

KEY

■

 ‘The Gateway’ Avenue

■

 Bus route link from Dappers Lane to Water Lane

■

 Dappers Lane Access Street

■

 Primary Avenue

■

 Secondary Avenue

■

 Secondary Streets

■

 Community Lanes

➡

 Green Lanes/Private Drives

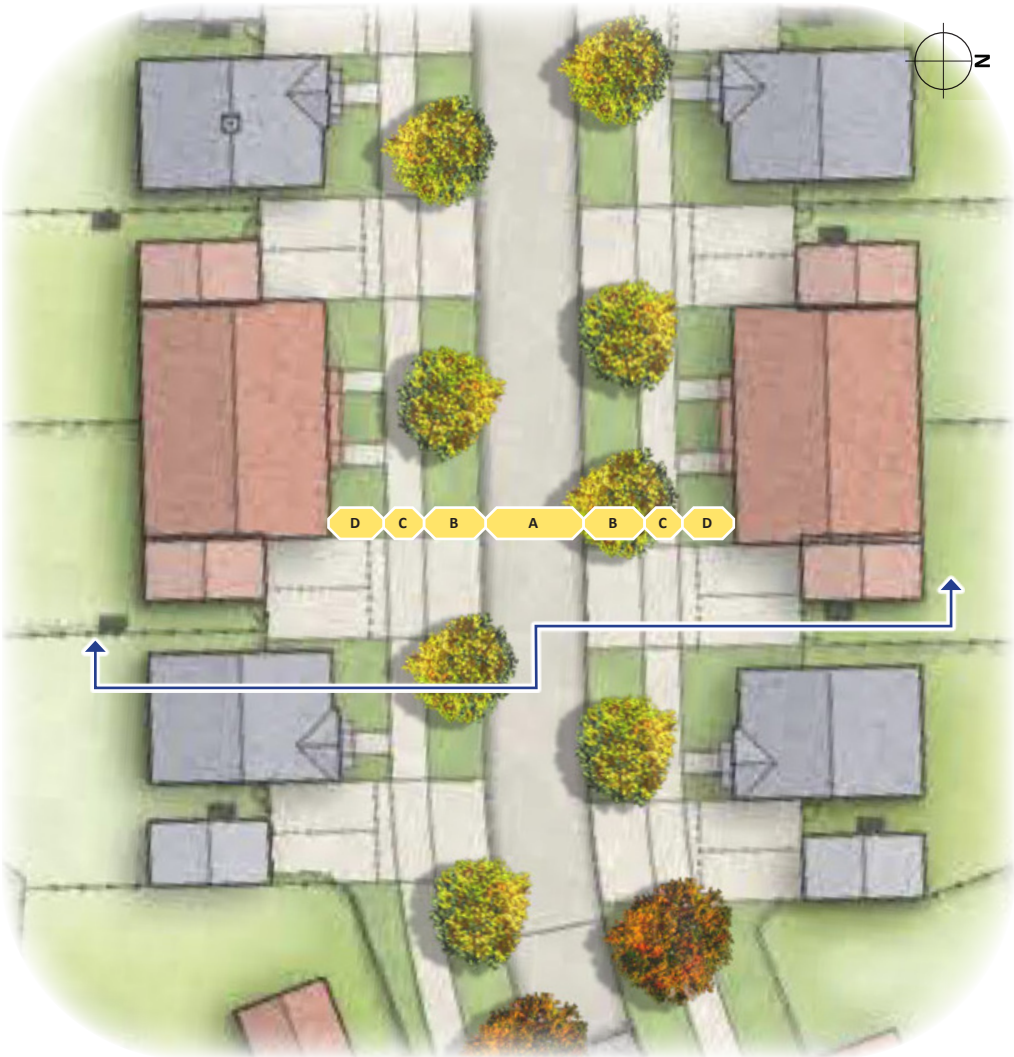
➡

 Vehicular access point for residential and commercial uses

➡

 Bus and emergency access only from Dappers Lane

➡

 Access from Dappers Lane to small land parcel

Detailed street plan Street Section



Typical street section

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

Street tree planting indicative subject to landscape design requirements as set out in Section 7.0 of this document. Foundation depths relative to tree positions will comply with the NHBC ‘External Works’ Chapter 4.2 ‘Building Near Trees’.