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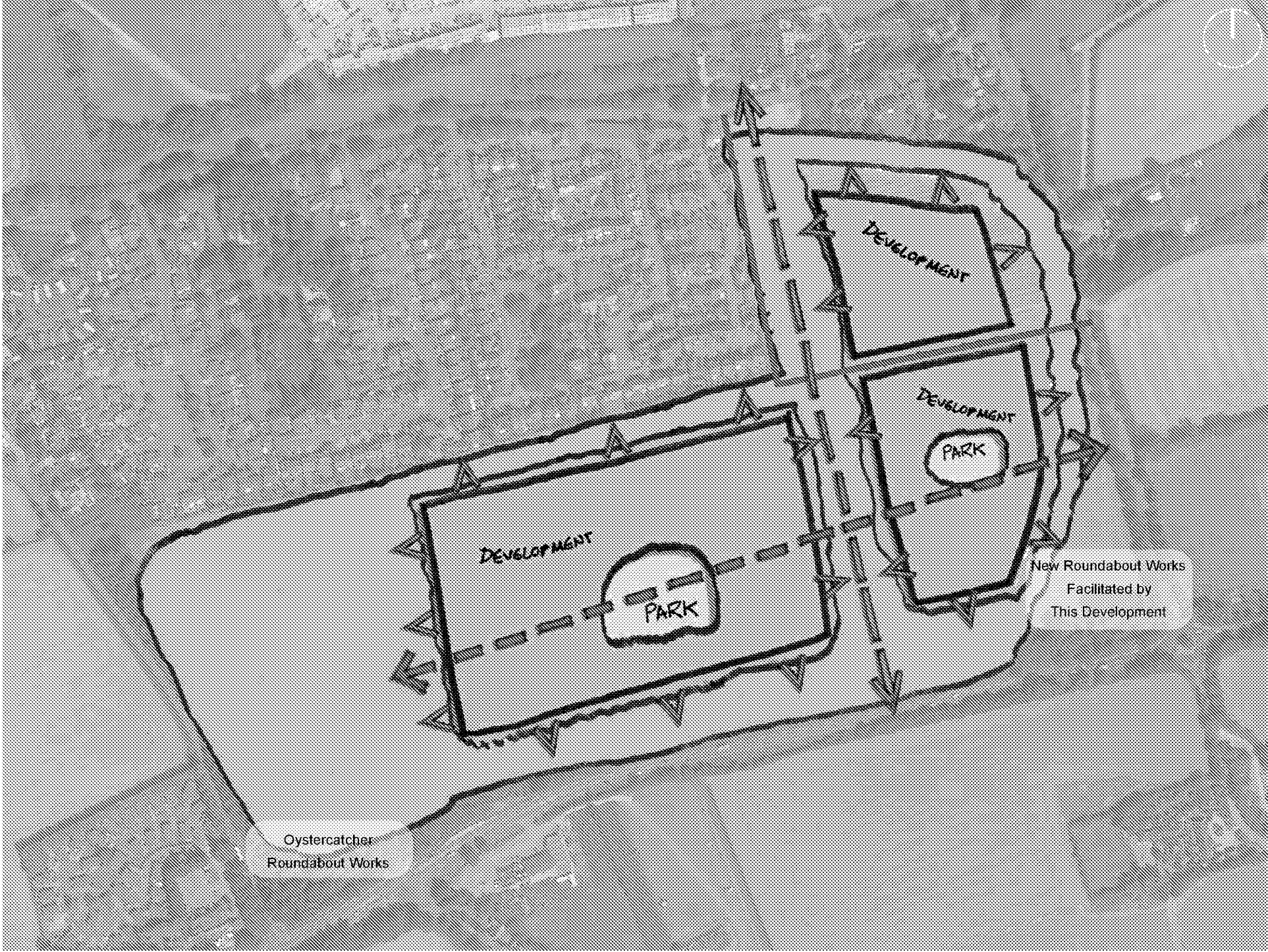
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Masterplan



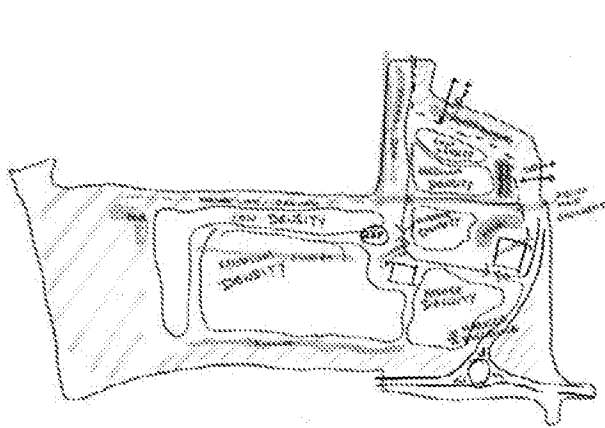
Initial Concept

The initial concept for the site was to provide as much public open space as possible in places that would benefit both the existing and new residents. Newer development is arranged in perimeter blocks to maximize views across the open space, with pocket parks breaking up the development. There is a strong connections east-west that take visitors on a journey through each of the parks, while the main route north-south is entirely through the open space and prioritises pedestrians.

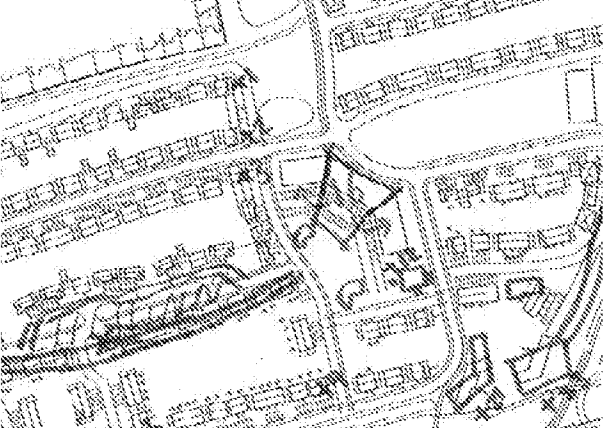


Layout Progression Snapshot

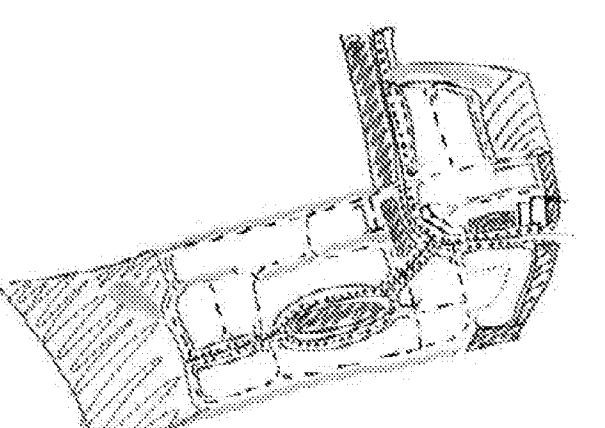
Throughout the process, the initial concept has evolved and developed as new constraints and ideas were implemented. The nine images on the right are a series of snapshots throughout the design process that aim to demonstrate the major events in the masterplan's evolution.



Initial sketch testing densities and locations of community facilities



First attempt at putting real sizes and numbers to a sketch, considering additional pocket parks



Developed sketch of green-promenade concept



Developed green-promenade concept with real numbers and sizes shown



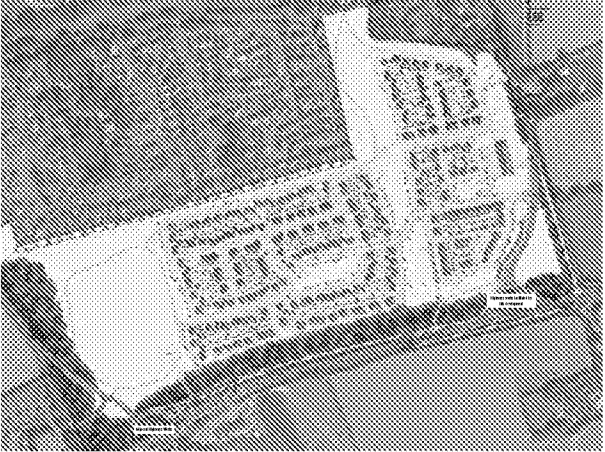
Site plan with change in shape and location of some green spaces to better form perimeter blocks



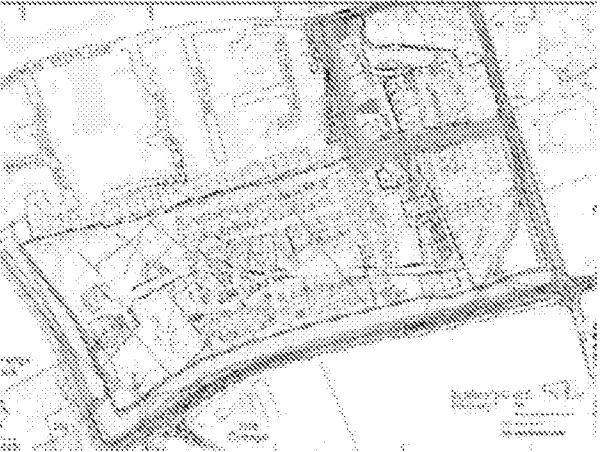
First attempt at reorganising the site after initial archaeology comments



Revised site plan following initial drainage response



Revised site plan following further archaeology, drainage, and highways comments



Site plan overlaid with final archaeology report - houses needed to be moved to avoid major finds

Masterplan

The masterplan shown on the right is the culmination of significant work and input across a variety of disciplines. The site has been designed to provide a high standard of living with plenty of public open space naturally surveilled by the new homes.

Archaeological constraints have been considered, and much of the archaeology has been retained in-situ, as requested by the archaeologists.

Drainage for the site has been carefully considered, and therefore the layout features a multitude of natural open ditches and ponds that drain towards the lowest point of the site in the east.

The community building containing a local shop and early years' nursery has been designed as a feature building that is visible from Church Lane.

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Constraints Overlay

When the constraints overlay is applied to the new masterplan, you can clearly see how the layout responds to and respects the drainage and archaeology. This constraints overlay is the same overlay that was applied to the outline permission's masterplan on page 25.

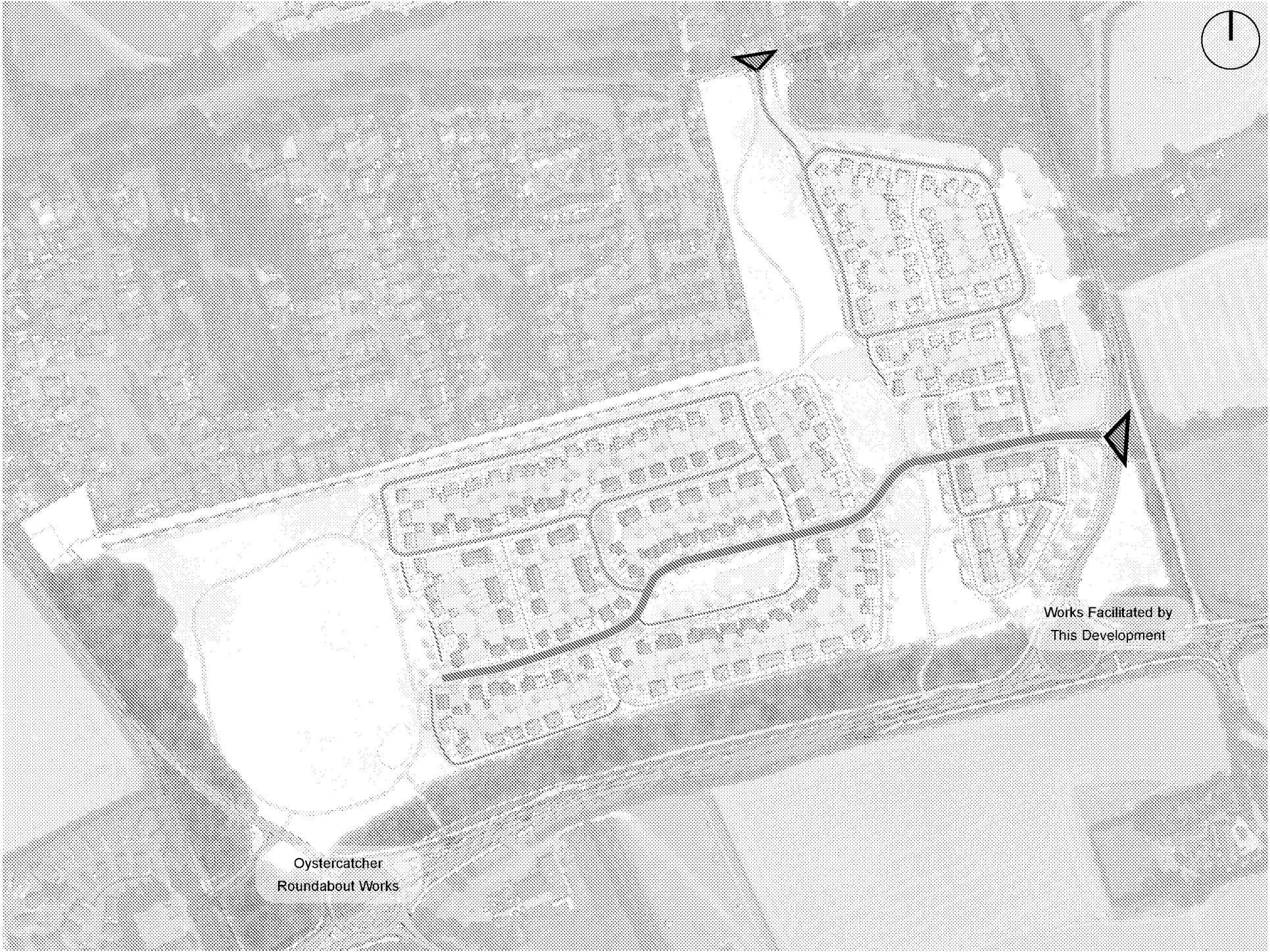
- LEGEND
- Location of Rising Main and Easement (no houses permitted)
 - Required Surface Drainage Location (no houses permitted)
 - Preferred Drainage Basin Location
 - Archaeology to be preserved in-situ (no houses permitted)
 - Archaeology to undergo a full excavation pre-construction



Access & Street Hierarchy

The outline permission included two vehicular access points to the site. However, discussion with the Parish Council and local residents revealed that the access point to the North was undesirable, particularly due to the low visibility on the junction between Horsemere Green Lane and Church Lane. In response, we have proposed that the northern access is only for emergency vehicles, pedestrians and cyclists.

The street hierarchy has been designed to give legibility to the development. One central spine road leads through the development and all other roads branch off, with each pocket within the development given its own feel and character.



Street Hierarchy Diagram

LEGEND

- Primary Road
- Secondary Road
- Tertiary Road
- Quaternary Road
- Emergency Services Only Road
- Approved Access
- Approved Access (Use in Emergency Only)

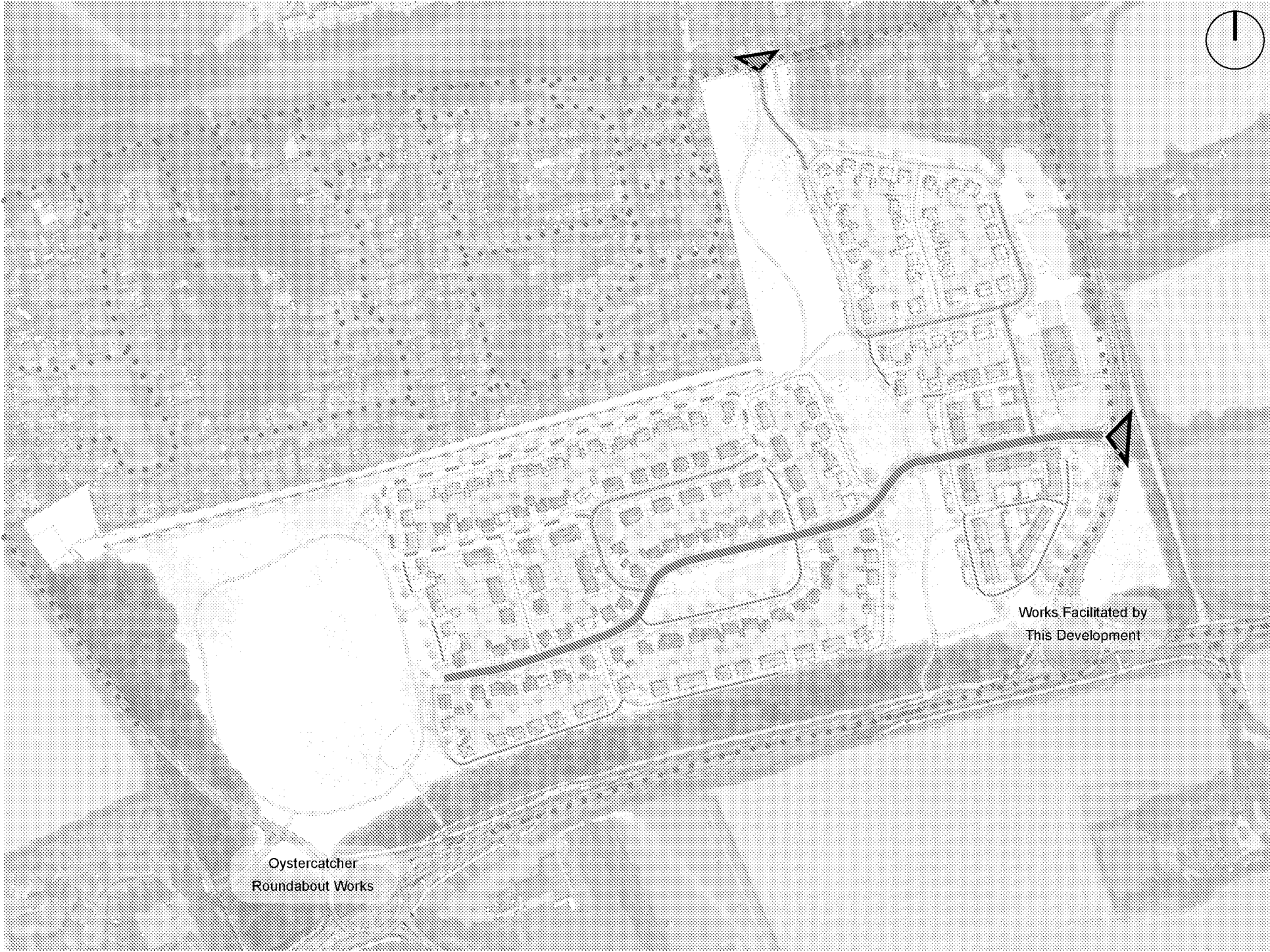
Vehicular Movement

The types of roads and streets used within the development emphasise and develop the road hierarchy described on the previous page. Long stretches of road are often broken up by a different type of surface treatment to encourage low speeds, and shared surfaces are prevalent to prioritise pedestrians and cyclists.

The main spine road is a tree-lined avenue with wildflowers, open green verges, and ditches complimenting the local village's rural aesthetic.

Permeable paving is to be used in various places across the development - suggested particularly on areas with the "Private Road" road type - to aid with drainage, encourage low speeds, and brighten up the streets.

The emergency access road to the north (primarily a cycle path) should feature a bollard at either end to prevent its use as a road for anyone other than emergency vehicles.



Vehicular Movement Diagram

LEGEND

- Green Avenue
- Road with Paths on Both Sides
- Road with Path on One Side
- Shared Surface
- Private Drive
- Emergency Services Only Road
- Approved Access
- Approved Access (Use in Emergency Only)
- Vehicular Movement Off-Site

Pedestrian and Cyclist Movement

The development has been designed to prioritise pedestrian and cyclist movement throughout.

Shared Surfaces throughout the development encourage low vehicular speeds and prioritise cyclists and pedestrians. Footpaths and shared cycle paths link up with these shared surfaces to provide a web of connections both within the site and to the existing surrounding pathways.

In the western part of the development, connections have been suggested to the existing track and crossings, but the position of paths will allow for the adjacent Oystercatcher Roundabout works to be integrated, should these works be approved.



Caption text goes here
Sufficient space for two lines

LEGEND

- Footpath
- Shared Cycle Path
- Shared Surface/Private Drive



Concept image of the local shop and nursery being easily accessed by pedestrians

Parking and Refuse

PARKING

Car and cycle parking is proposed to be provided broadly in accordance with Arun District Council Parking Standards Supplementary Planning Document (January 2020). The design of parking spaces should be appropriate to the context of the street and nature of the development, and the design of parking should be well integrated to the street so that it does not result in parking that dominates the street scene.

CYCLE PARKING

In order to encourage cycling as a sustainable form of transport, it must be ensured that suitable cycle storage facilities are provided within the development.

These must be:

- Secure and ideally with protection from adverse weather
- Out of the public realm or located so that it does not obstruct pedestrian and cycle routes
- Kept within a private store or in well lit areas

REFUSE

To ensure that residential amenity has not been compromised the proposed development shall be designed to ensure adequate provision for storage of refuse and recycling bins and have collection positions located in a convenient place for future occupiers to use.

Refuse storage should be positioned outside of the public domain. Travel distance from individual residential units should be minimised, but not to the detriment of visual amenity. Collection points shall be adjacent to the edge of the highway with a maximum distance for Council collection of 30m. Vehicle sweeps must not overhang the road.

Swept path analysis of the proposed layout should be undertaken to ensure that a large refuse vehicle (11.2m long by 2.5m wide) will be able to access, circulate and egress the development, routing within acceptable bin carry distances of all properties and bin stores. Whilst the layout should be designed so that servicing demands can be met, the design should ensure that these requirements do not dominate the layout.



Driveway Parking Precedent: Parking kept out of the street scene between houses.



Parking Court Precedent: Car parking hidden from public view by hedges.



Layby Parking Precedent: Layby parking spaces surrounded by planting.



Garage Precedent: Cars kept out of the street scene by garages.

Parking and Refuse

PARKING

All car parking spaces across the development are a minimum of 2.5m x 5m. Spaces in front of a garage are a minimum of 2.5m x 6m.

Parking spaces for units have been allocated as per the below table:

UNIT SIZE	MINIMUM NO. OF PARKING SPACES
1 Bed	2
2 Bed	2
3 Bed	2
4 Bed	3

Where units have a garage, space has been provided within the garage for storage of bins and bicycles. Sheds will be provided to house and maisonettes without a garage.

Bin and bike storage for flat blocks has been integrated into the blocks themselves.

LEGEND

- In-Curtilage Parking
- Visitor Parking
- Parking Court
- Shops/Nursery Parking
- Garage
- Car Port



Parking Diagram

Layout Principles

The layout has been designed to ensure that the development is active and legible. Buildings and/or landscape features have been placed at the end of vistas, buildings turn corners to provide active frontages to both roads, and parking has been kept out of the street scene where possible, either through the use of driveways or planted parking courts.



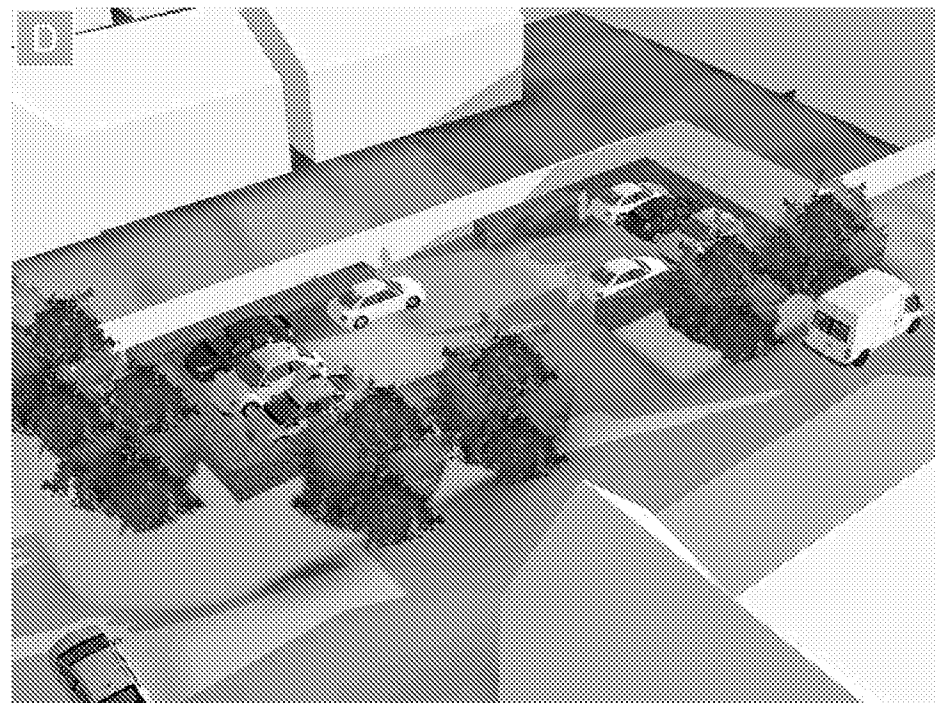
End-of-Vista Buildings



End-of-Vista Landscape Feature



Corner Turning Building



Parking Hidden from Public Eye by Planting



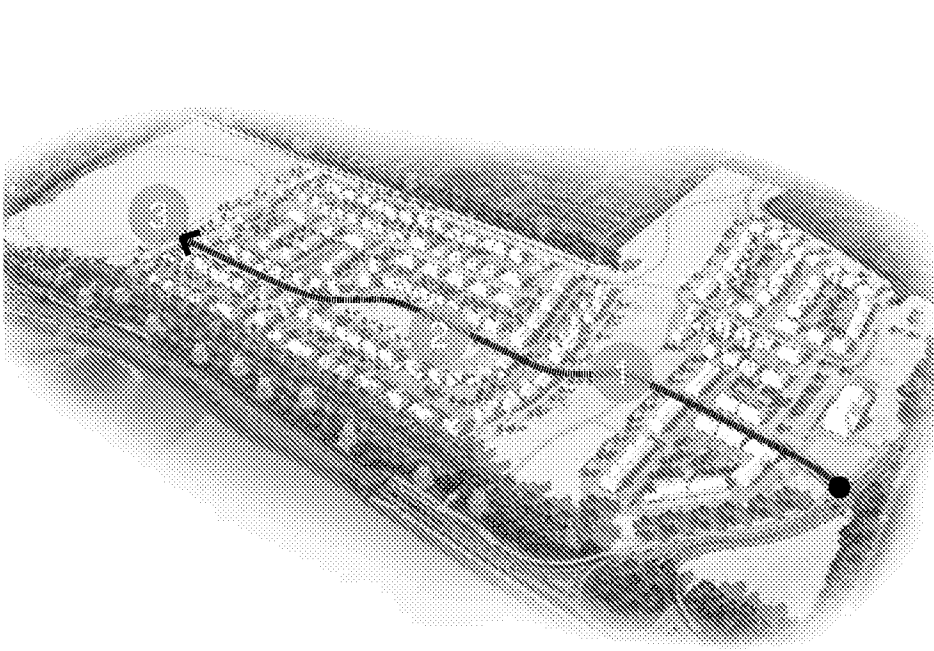
Diagram Location Key Plan

Public Open Space

The main entrance to the site is situated within a large green/blue buffer that provides key visual amenity, and the main open spaces to be utilised for recreation are placed at regular intervals.

The precession through the site has been designed with three key areas of public open space. These are:

1. The long central park that has been formed in order to preserve archaeology in situ
2. The village green
3. The grand park to the west of the site



Public Open Space Key Diagram



The long central park that preserves the archaeology in situ



The village green



The grand park to the west of the site

Public Open Space

All public open space is to be designed with natural street furniture, eco-friendly lighting, and natural play equipment. Planting is to be appropriate for the local area and encourage biodiversity.



Natural park bench



Mown paths



Natural play equipment



Eco-friendly lighting