

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.

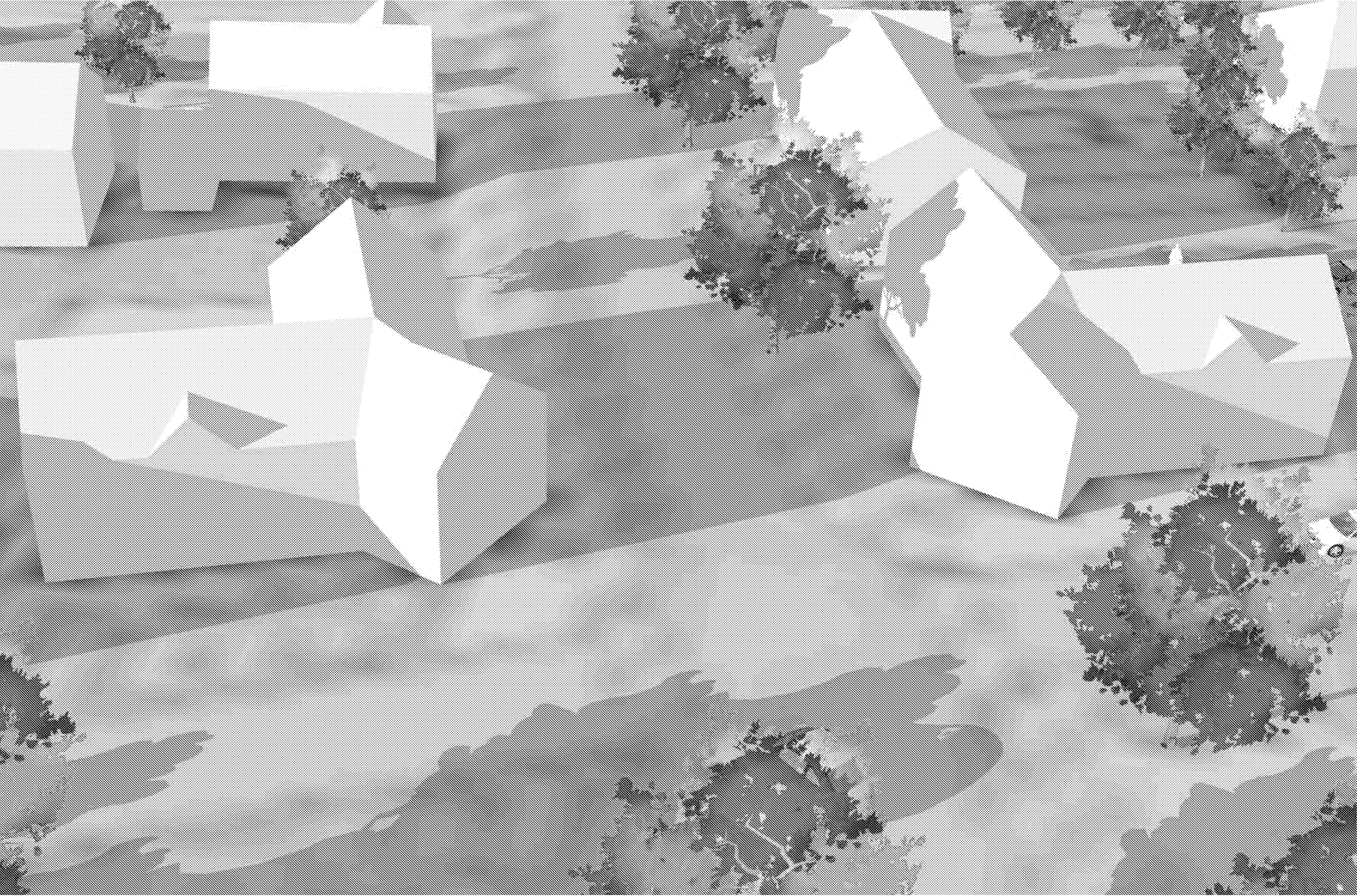
In the western part of the development, connections have been suggested to the existing track and crossings, but the position of paths will allow for the adjacent Oystercatcher Roundabout works to be integrated, should these works be approved.



Pedestrian and Cyclist Movement Diagram

LEGEND

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



Concept image of the two community buildings forming a secondary gateway

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

All visitors' spaces comply with M4(2) standards but remain unmarked for use by all visitors.

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

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

EV charging will be provided across the site, particularly for parking spaces serving the community buildings.

LEGEND

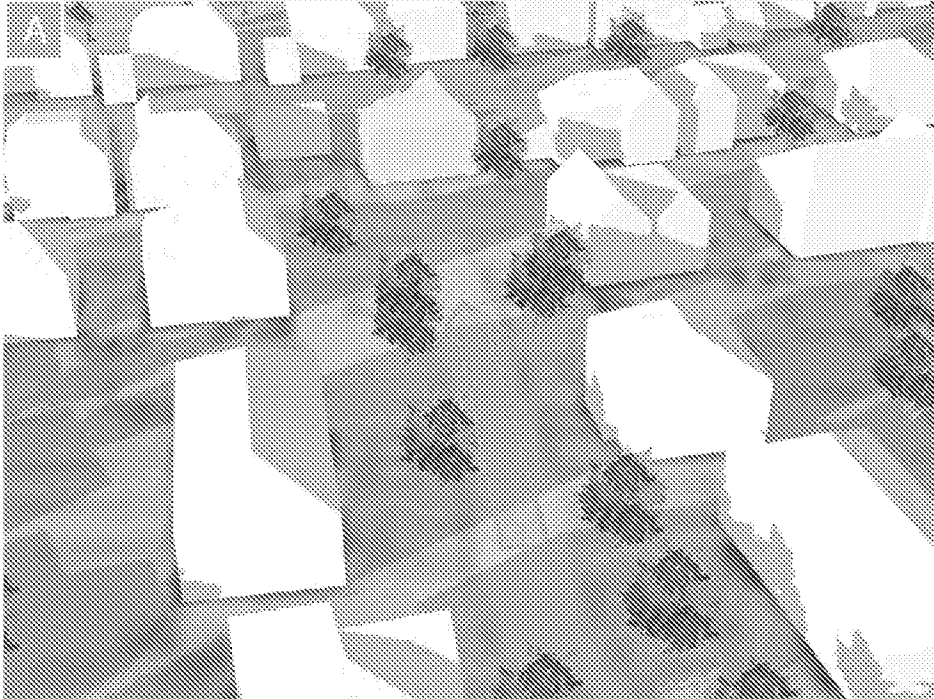
- In-Curtilage Parking
- Visitor Parking
- Parking Court
- Parking for Community Buildings
- Garage
- Car Port



Parking Diagram

Layout Principles

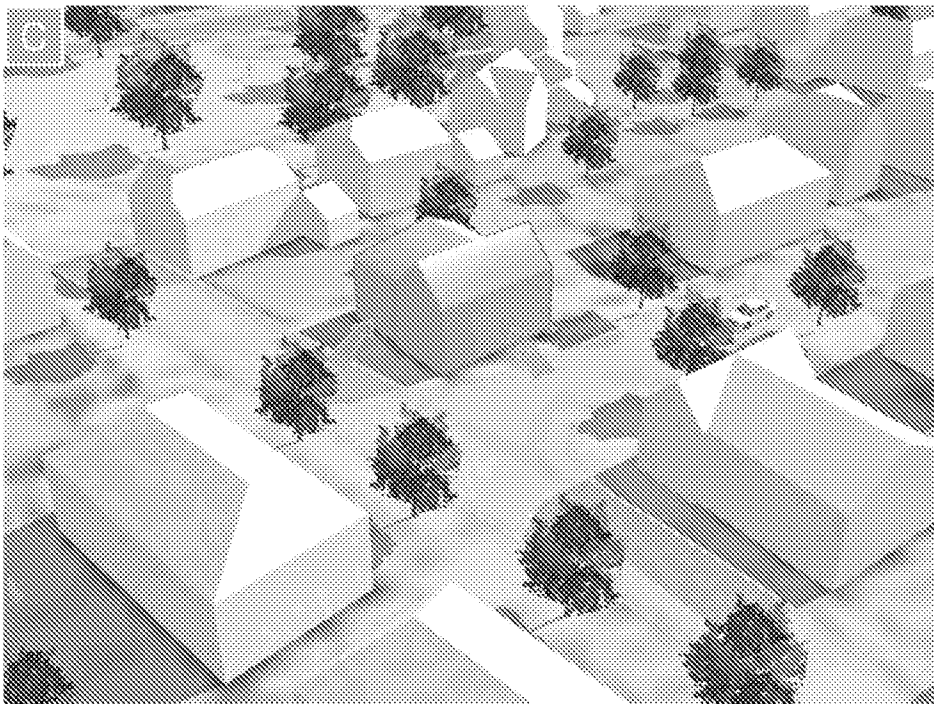
The layout has been designed to ensure that the development is active and legible. Buildings and/or landscape features have been placed at the end of vistas, buildings turn corners to provide active frontages to both roads, and parking has been kept out of the street scene where possible, either through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



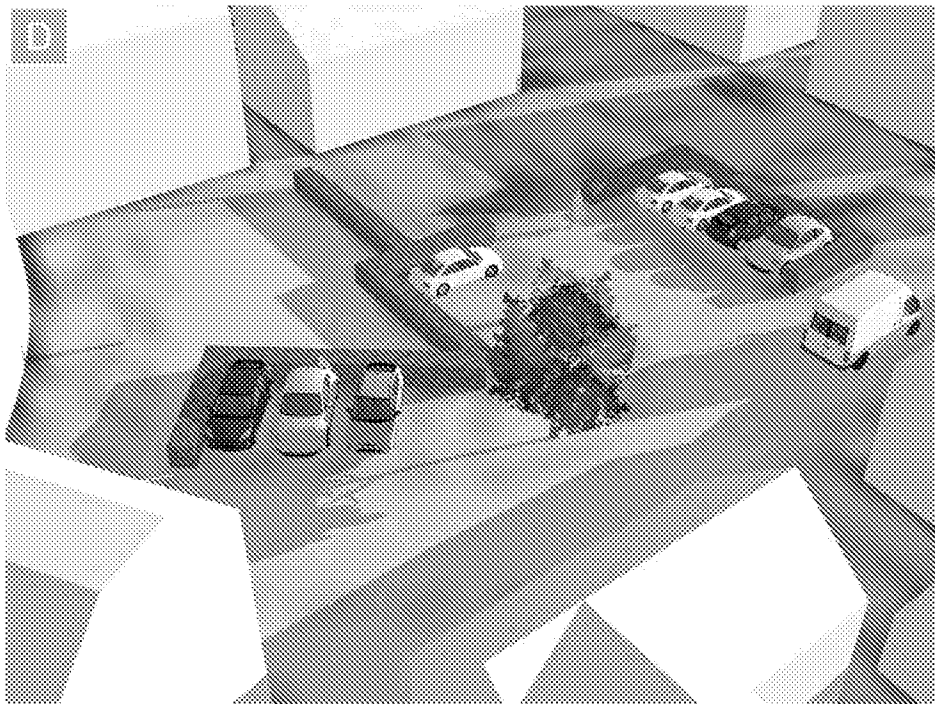
End-of-Vista Buildings



End-of-Vista Landscape Feature



Corner Turning Building



Parking Hidden from Public Eye by Planting



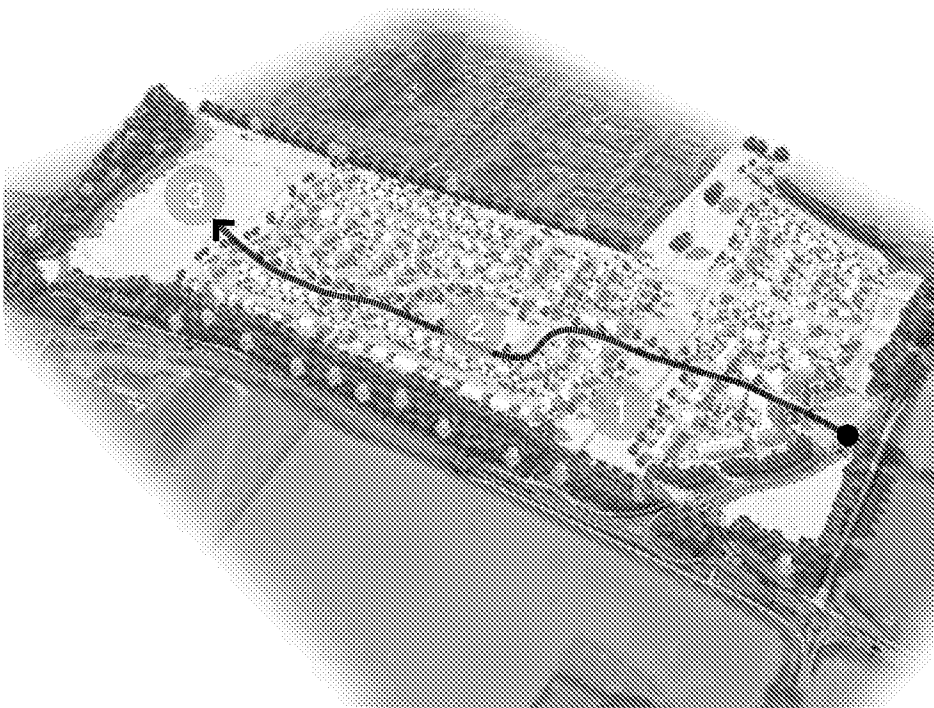
Diagram Location Key Plan

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:

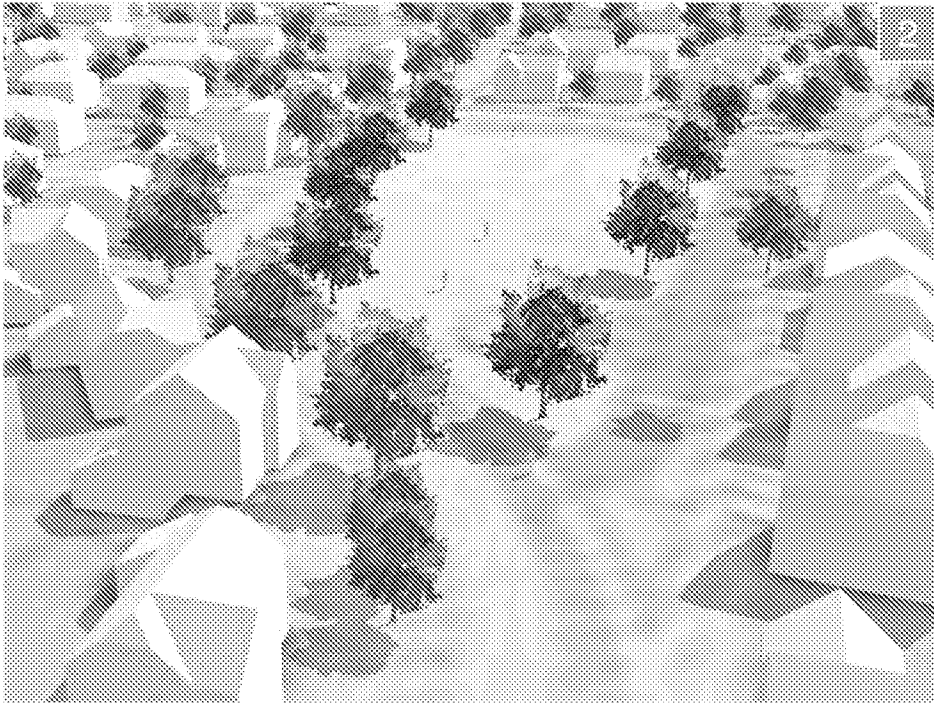
1. The long central park that has been formed in order to preserve archaeology in situ
2. The village green
3. The grand park to the west of the site



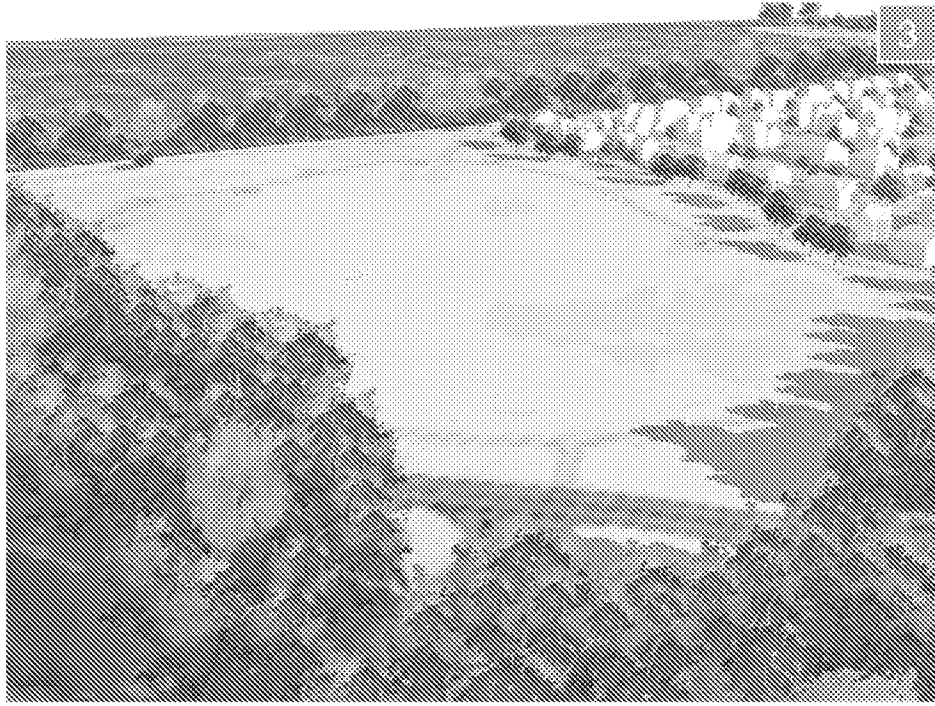
Public Open Space Key Diagram



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