

# THE PROPOSALS

## ACCESS AND MOVEMENT - HIERARCHY OF STREETS





Appropriate use of roads in conjunction with built form and landscaping will form a clear hierarchy of generic road types, establishing a coherent movement pattern. The need to provide adoptable highway standards cannot be separated from the overall function and character of the streets. Well-designed streets contribute significantly to the quality of the built environment and play a key role in the creation of sustainable, inclusive, mixed communities.

Streets form important vehicular corridors and can provide an important part of the life of residents. This should be acknowledged in their design and function, landscaping and maintenance.

The development is designed based on a perimeter block style; this creates a clear distinction between public-streets and private spaces such as driveways and rear gardens. Clearly defined internal streets and overlooked green routes and development edges provide several choices for movement through the development. The principal street will extend from the approved new priority junction with Pagham Road. This access road will form the primary movement route within the site running east to west bisecting the site in two. This will transition into shared surfaces, feeding into private drives.



### KEY

-  Site Entrance
-  Principal Street
-  Shared Surface
-  Private Drive / Courtyard

Access & Movement Plan

CAR AND CYCLE PARKING

A variety of car parking solutions will be used, including between plot and on-street.. Where several car parking spaces are located together, these should be designed to be visually separated so that the car parking does not dominate the street scene.

These on-street spaces are also located in front on dwellings entrances and overlooked by windows into habitable rooms.

The adjacent plan indicates the actual parking provision including the cycle parking within garages for private dwellings and garden sheds for affordable dwellings.

KEY

Garage / Car Port

On Plot Parking

Allocated Parking

Visitor Parking

Cycle Parking



Parking Plan



# THE PROPOSALS

## REFUSE STRATEGY

The refuse and servicing strategy utilises the road and movement network previously defined. Bin collection points are positioned at specific locations through the scheme in order to reduce the movement of refuse vehicles. Turning heads have been positioned appropriately to improve the manoeuvrability of the vehicles.



Refuse Plan

### KEY

- Refuse Vehicle Route
- Bin Collection Point Multiple
- Bin Collection Point Single
- Bin Storage - Household Waste
- Bin Storage - Recycling

ARCHITECTURAL APPROACH

Architecturally the preferred design solution is a development of traditionally designed houses. The scheme will take most of its cues from the traditional 19th and 20th Century houses that are to be found within the settlement, following the Traditional Vernacular character previously detailed within this document. This isn't intended to be prescriptive or restrict design to copying existing development, but to ensure that development is in keeping with the immediate environment and suite a development within a landscaped context.

Within this context the proposed development will have its own identity. Nevertheless, to be respectful of the locality a series of key design principles were identified and have informed the design of the proposals and have been translated as follows;

- Strong coherent architectural themes derived from the local vernacular.
- Buildings will convey an impression of unity relieved by minor points of detail, materials and groupings.
- Visual impact will be restricted to buildings in prominent locations or to larger buildings.
- A hierarchy of design detail related to size or importance of building has been developed.
- Pitched roofs with overhanging eaves to help frame the human scale of the village.
- Ridge and eaves lines in the street scene will be consistent.
- There is a mixture of types of building groups distributed across the development. This mixture will provide variety and interest to streets and public areas.

MATERIALS

It is proposed to use a variety of materials, features and colour palette that are found in Pagham. The predominant material will be brown stock bricks. These may take the form of blended or multi- stock bricks to reflect the more varied appearance in the locality. Red multi stock bricks will also be used to generate variety across the development. Encased flint will be utilised on feature plots in key locations.

Weatherboarding will also be utilised at first floor or to gable features in various colours.

Plain tiles are the most common roof covering on the more traditional dwellings in the area and will be appropriate for the new development. Red or red/brown blend are the most appropriate colours with occasional use of grey tiles to provide contrast to key plots.

Windows will be of a style that reflects the character of the house.

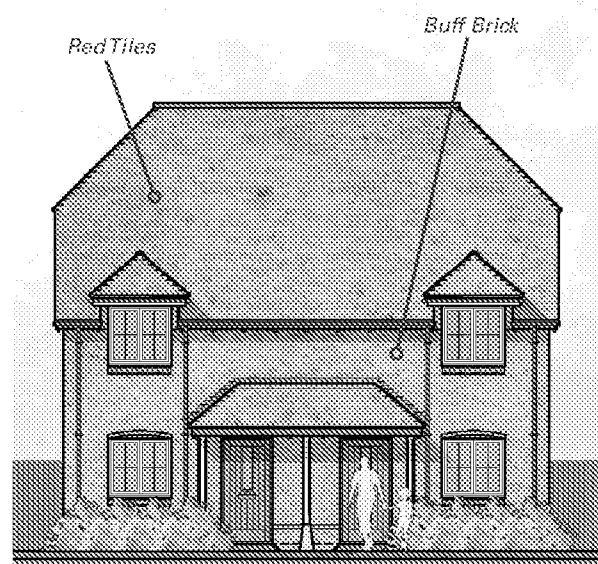
Window heads will be brick, single or double snapped headers. Cills will be brick and tile.



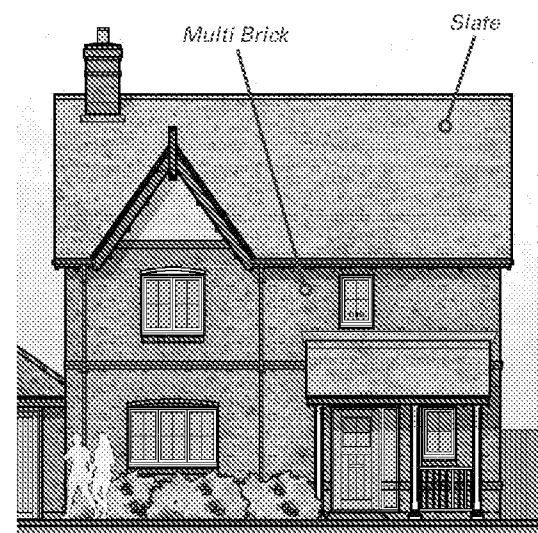


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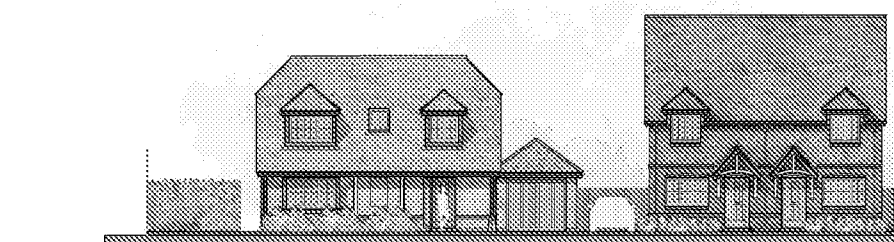
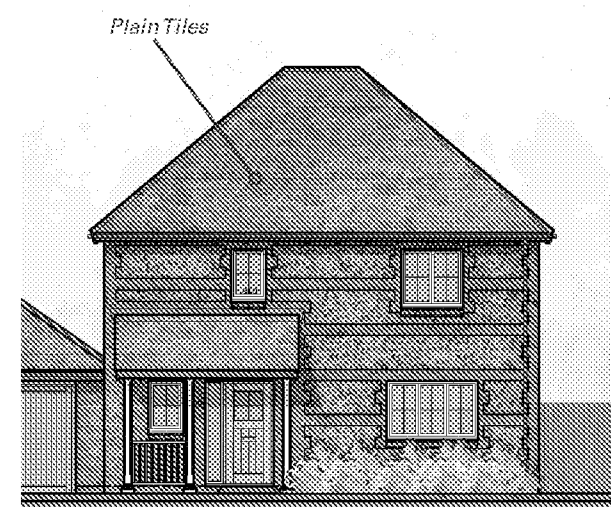
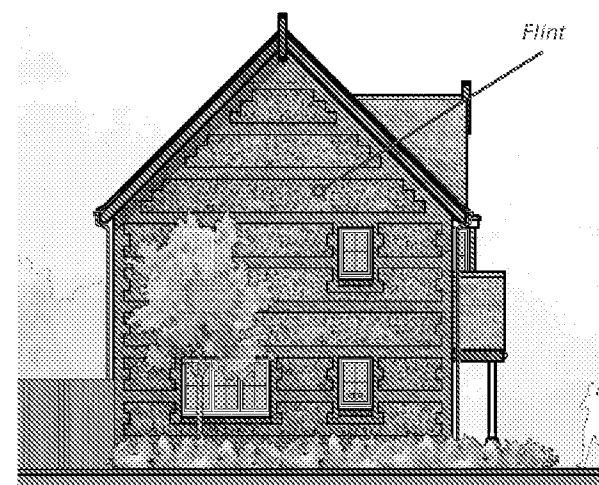
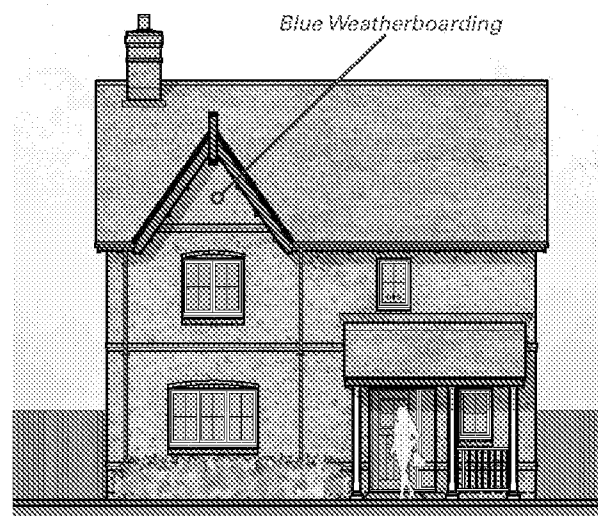
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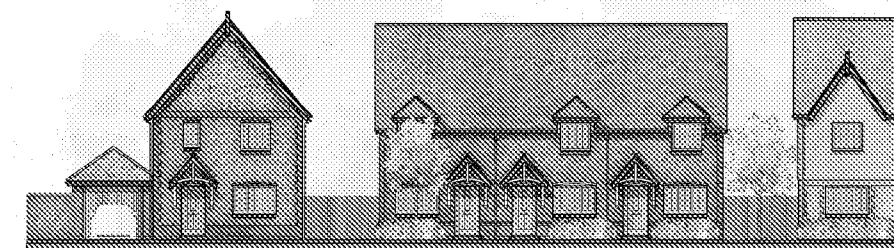
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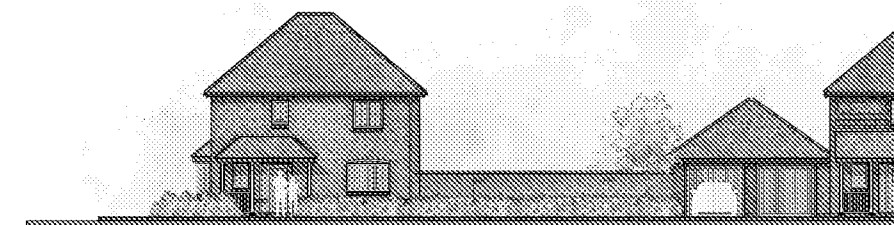
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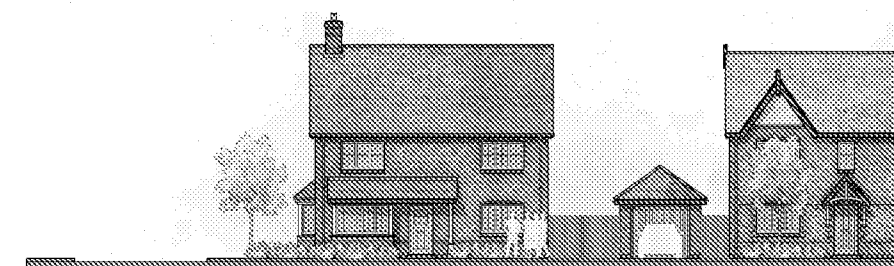
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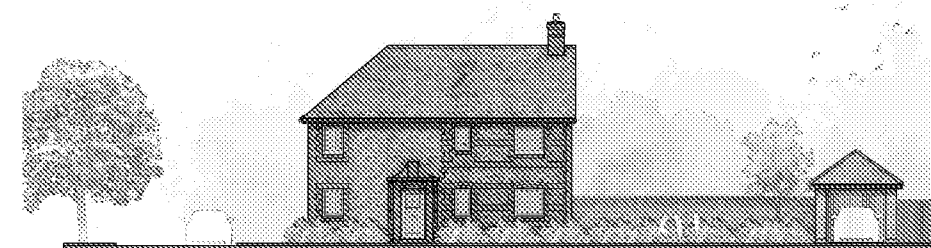
Section B-B



Section C-C



Section D-D



Section E-E



Key Plan