

CONNECTIONS.

4.16 The main principal access has been designed in detail and approved under the outline planning permission, as well as the emergency link to the south-eastern corner of the site. Additional cycle connections to the northern boundary towards Bersted have been requested by Arun District Council, since the original outline approval, shown in Figure 4.6, and should be facilitated.

- Key
-  Vehicular Access
 -  Emergency/ Cycle and Pedestrian Access
 -  Potential Future Cycle Connection
 -  Pedestrian & Cycle Access
 -  Potential Future Connections
 -  Perimeter Route
 -  Cycle Route
 -  Internal Link
 -  Focal Space
 -  Secondary Focal Node



FIGURE 4.7: PERMEABILITY PLAN



ACCESS & MOVEMENT.

4.17 The road hierarchy should be simple and minimise the dominance of roads. A central principal route will connect a sequence of secondary streets, tertiary streets and private drives. This will provide a simple legible structure that is highly permeable, connecting the housing to the landscape areas. The block structure should be designed to maximise the connections throughout the proposed development.

4.18 The principle of a diagonal desire line through the site will accentuate its status and enhance legibility. Consideration should be given to future connection to the Osbourne Refrigeration Site should this be desirable as shown on Figure 4.7.

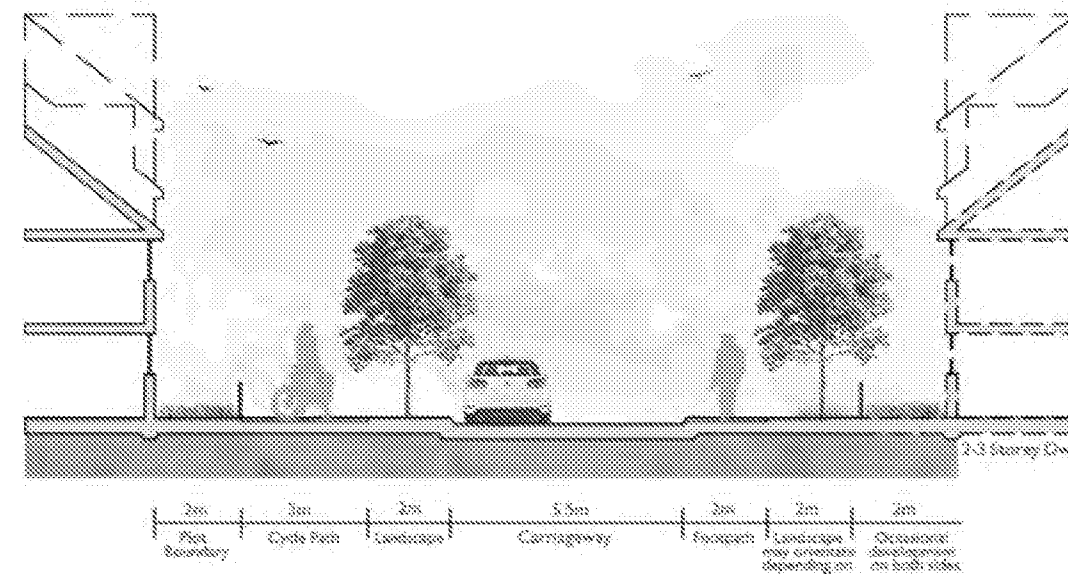
4.19 The interface between this site and land to the south (Land north of Hook Lane) which also forms part of strategic housing allocation SD2 Pagham North has been considered at the Outline stage and during the development of the Design Code. In terms of connectivity to the Hook Lane site, the Outline permission included proposals for a 2m wide footway along Seftor Road, connecting to Hook Lane and crossing points.

- KEY**
-  Site Access
 -  Emergency/Cycle Access
 -  Principal Route
 -  Secondary Route
 -  Tertiary Route
 -  Tertiary Shared Surface
 -  Private Drives

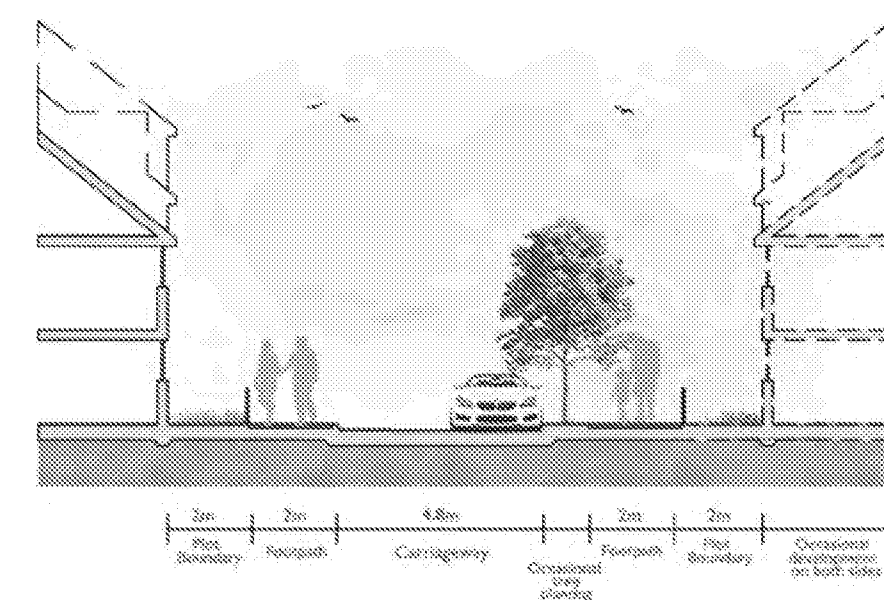


FIGURE 4.8: STREET HIERARCHY PLAN ①

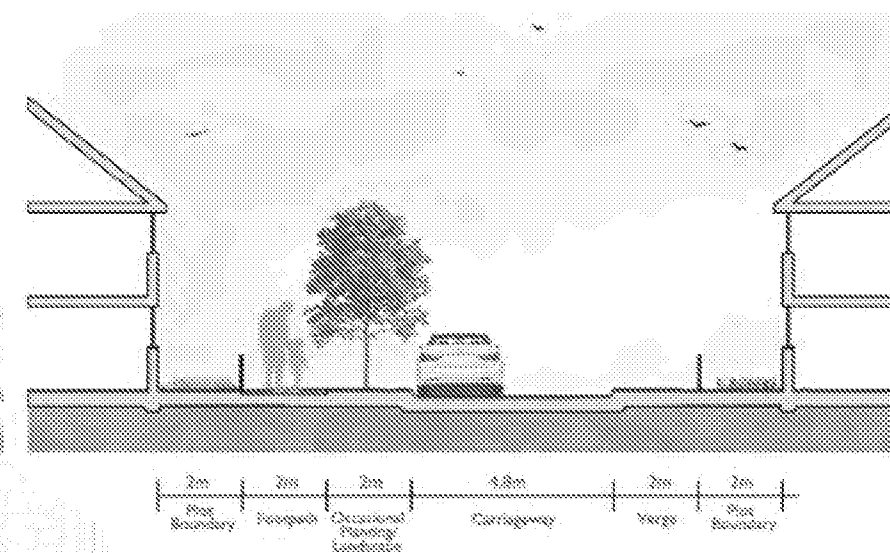
PRINCIPAL ROUTE



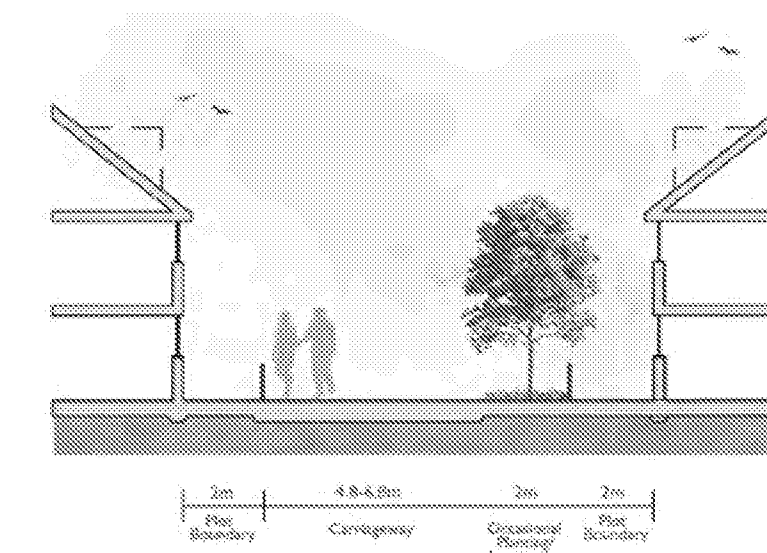
SECONDARY STREET



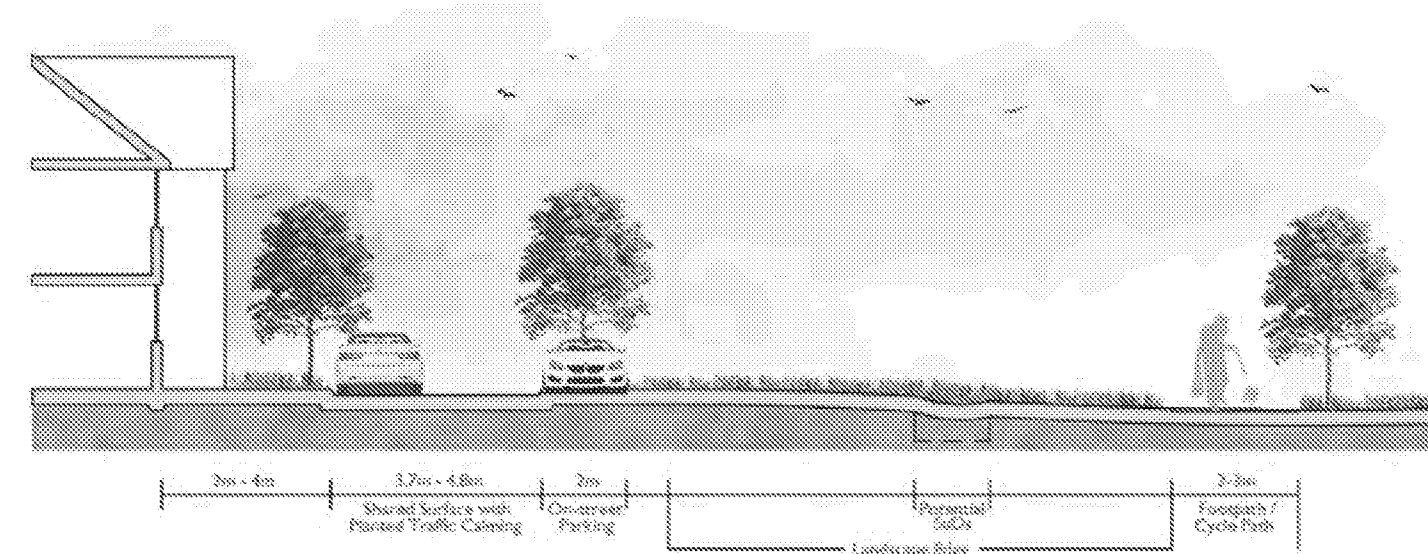
TERTIARY ROUTE



SHARED SURFACE



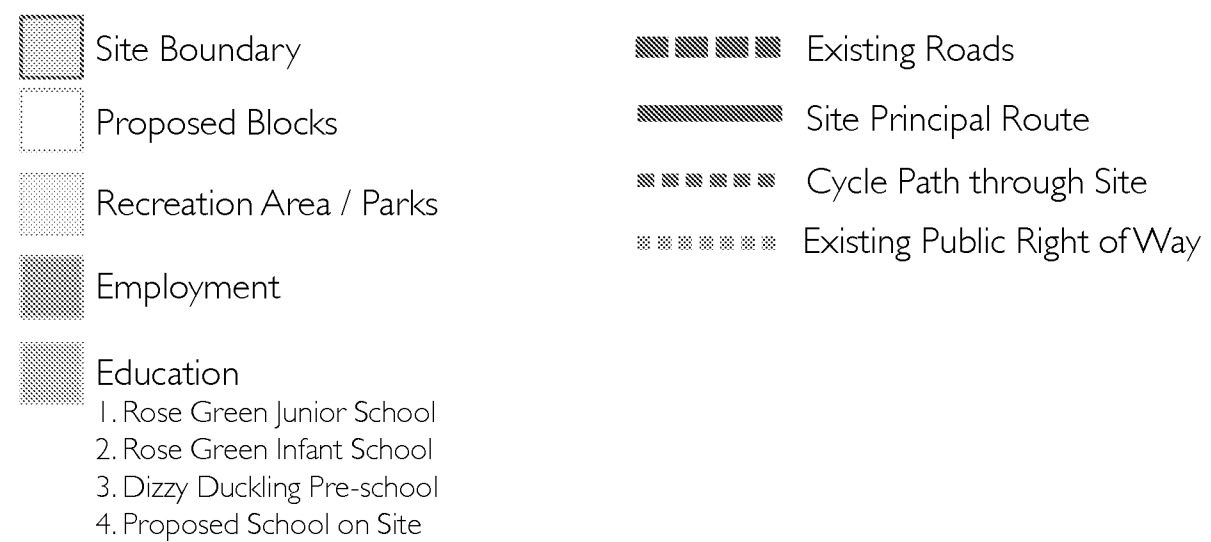
PRIVATE DRIVE



WIDER ROAD CONNECTIONS

4.20 The proposed development should consider how the development integrates and contributes to the wider infrastructure, particularly when considering on-site non-residential uses that will benefit the wider community such as the school/ care home and proposed Scout hut, which will be used by both future residents, as well as the wider community.

4.2.1 Enhanced cycle connections will enable links to existing facilities within the village and neighbouring areas, as well as allowing for future connections: noting the two new cycle connections to the north of the Site.

FIGURE 4.9: WIDER ROAD HIERARCHY PLAN

GREEN INFRASTRUCTURE.

4.22 Green infrastructure within the development will play a key role in creating a landscaped development. Through the assessment and analysis of the existing site conditions and its context, we have been able to identify five green infrastructure principles, which should be implemented, to ensure the development brings both environmental and social benefits to the neighbourhood.

4.23 The revised Framework Plan illustrated in Figure 3.5, demonstrates how the design has responded to comments received by Arun District Council and how these have manifested into a potential new masterplan.

- 1 Retention of the majority of the existing vegetation and enhance the Site boundaries with new native tree, thicket and hedgerow planting.
- 2 Provide formal recreation opportunities, with sensitively designed natural play equipment to assimilate into its surrounding setting.
- 3 A 'diagonal link' with large green verges and street planting will frame views towards public open spaces and create a traffic-free, green lung through the development.
- 4 Green streets will form important connections to the heart of the development, from the surrounding open spaces.
- 5 Connectivity will be achieved through a hierarchy of recreational routes and links across the development.

-  FOCAL SPACES
-  SECONDARY NODES
-  'DIAGONAL LINK'
-  GREEN STREETS (STREET TREE PLANTING AND VERGES)
-  CHILDREN'S PLAY AREAS
-  PEDESTRIAN/CYCLE LINKS
-  BUILDING FRONTAGES
-  DESIGNATED CYCLE ROUTE

FIGURE 4.10: GREEN INFRASTRUCTURE PRINCIPLES & REVISED FRAMEWORK PLAN

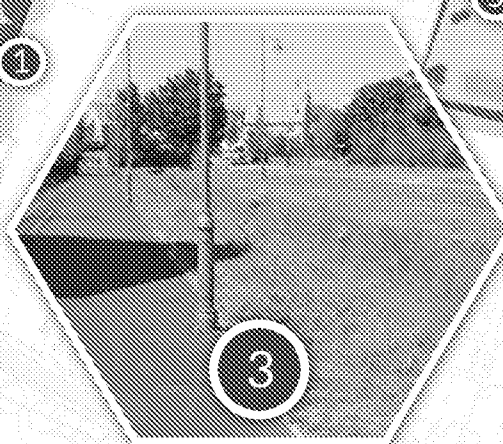
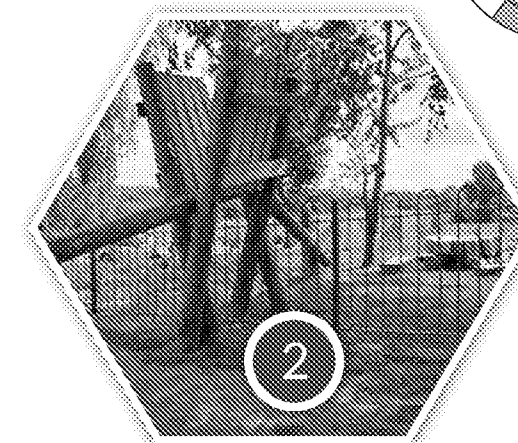
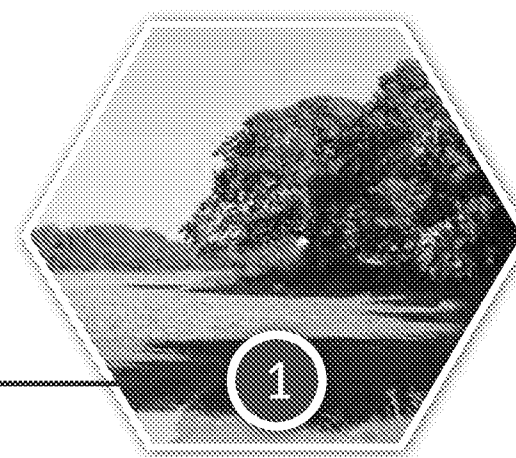
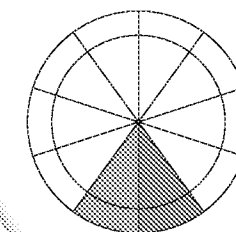
THE 'DIAGONAL LINK' THROUGH THE HEART OF THE DEVELOPMENT WILL AID A TRAFFIC-FREE, UNINTERRUPTED ROUTE FOR BOTH PEDESTRIANS AND CYCLISTS. GREEN VERGES, STREET TREE PLANTING AND NATIVE SHRUBS AND HEDGEROWS WILL HELP ENHANCE THE ECOLOGICAL OFFERING THROUGH THE BUILT ENVIRONMENT.

THE RETENTION OF THE VAST MAJORITY OF THE EXISTING VEGETATION AND PLANTING OF NEW TREE, THICKET AND WILDFLOWER PLANTING WILL HELP THE DEVELOPMENT ASSIMILATE INTO ITS SURROUNDINGS, SETTING THE ENTIRE DEVELOPMENT WITHIN A STRONG GREEN FRAMEWORK.

FORMAL AND INFORMAL PLAY OPPORTUNITIES WILL BE PROVIDED ACROSS THE WHOLE DEVELOPMENT AND WILL BE CONNECTED VIA A HIERARCHY OF RECREATIONAL ROUTES.

A NETWORK OF FORMAL AND INFORMAL RECREATIONAL ROUTES, WILL CREATE A HIERARCHY OF CONNECTIONS, LINKING THE DEVELOPMENT AS A WHOLE TO THE WIDER SETTLEMENT. THEY WILL PROMOTE BOTH PEDESTRIAN AND CYCLE OPPORTUNITIES FOR ALL ABILITIES.

THE GREEN STREETS WILL PLAY AN IMPORTANT ROLE IN CONNECTING THE PERIPHERAL AREAS OF THE DEVELOPMENT TO THE CENTRAL 'DIAGONAL LINK'. THESE STREETS WILL CONSIST OF LARGE GREEN VERGES AND STREET TREE, HEDGEROW AND SHRUB PLANTING, BRINGING THE NATURAL ENVIRONMENT INTO THE BUILT.



BLUE INFRASTRUCTURE.

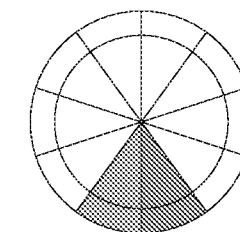
4.24 A detailed drainage strategy for the development has been determined in accordance with the standards set out by the Environment Agency. The SuDS features will restrict surface water discharge from the development to the natural Greenfield runoff rate. The SuDS features of the site will provide storage to attenuate the balance of water required to restrict surface water discharge to Greenfield rates for a 1 in 100 year plus climate change event.

4.25 The proposed SuDS features will form an integral part of the development blue infrastructure, forming part of the wider green infrastructure.

4.26 Along with principle role of the blue infrastructure, the SuDS features will be designed to compliment the broader ecological objectives of the development.

4.27 The following SuDS features are presently proposed for the development:

- **PERMEABLE PAVING:** allows rainwater to infiltrate through the surface for storage before discharge to downstream SuDS components at a controlled rate. Pervious paving will provide some treatment to any pollution within the runoff as it percolates through the layers of the systems.
- **ATTENUATION BASINS:** Shallow vegetated basins for the attenuation and retention of flows. It will condition the quality of the water and provide landscape, amenity and ecological benefits. The attenuation basins will be landscaped with native submerged, emergent and marginal vegetation and wildflower meadows.
- **SWALES:** A network of swales will be provided along the route of the 'Diagonal link' which will bring blue infrastructure straight to the heart of the development. These shallow vegetated depressions will conditions the quality of water and provide landscape, amenity and ecological benefits.
- **INFILTRATION CHANNELS:** These will run along the green streets and will collect surface water run-off straight from the roads and feed into the SuDS network.



ATTENUATION BASINS WILL FORM AN INTEGRAL PART OF THE DEVELOPMENT GREEN INFRASTRUCTURE OFFERING. PLANTED WITH EMERGENT AND MARGINAL AQUATIC VEGETATION AND WILDFLOWER SEED, THESE BASINS WILL CREATE NEW HABITATS FOR THE LOCAL WILDLIFE, AS WELL AS THEIR PRINCIPLE FUNCTION OF STORING AND CONDITIONING RAINWATER.

-  **ATTENUATION BASINS**
-  **SWALES**
-  **PERMEABLE PAVING**
(SHARED SURFACE/PRIVATE ROAD)
-  **BUILDING FRONTAGES**

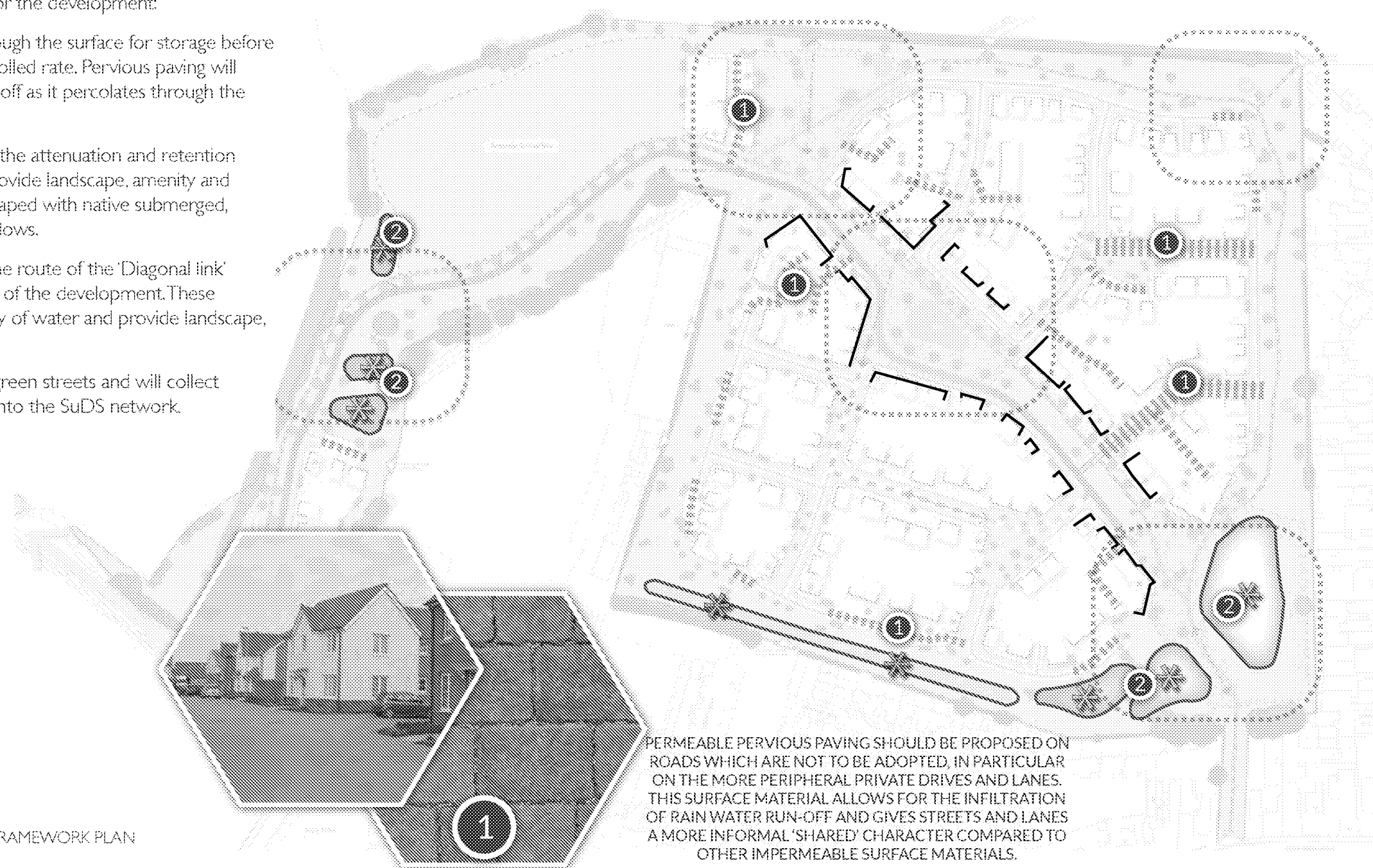
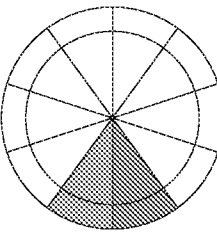


FIGURE 4.11: GREEN INFRASTRUCTURE PRINCIPLES & REVISED FRAMEWORK PLAN



OPEN SPACE CHARACTER STUDIES.

“OPEN SPACE INCLUDES ALL OPEN SPACE OF PUBLIC VALUE, INCLUDING NOT JUST LAND, BUT ALSO AREAS OF OPEN WATER SUCH AS RIVERS CANALS LAKES AND RESERVOIRS, WHICH OFFER IMPORTANT OPPORTUNITIES FOR SPORT AND RECREATION AND CAN ALSO ACT AS A VISUAL AMENITY (PPG17:ANNEX:DEFINITIONS, JULY 2002)”

4.28 The following section contains a series of sketch studies reviewing the key landscape spaces around the proposed development site at Land North of Sefton Road, Pagham.

4.29 The cameo sketches cover the following key spaces and are based on the principles established within this Design Code for the site and reflect the emerging detailed layout;

- WESTERN EDGE & GATEWAY (CS1)
- FOCAL SPACE 1 (CS2)
- GREEN EDGES (CS3)
- CENTRAL GREEN & 'DIAGONAL LINK' (CS4)
- FOCAL SPACE 2 (CS5)



FIGURE 4.12: KEY PLAN - LOCATIONS OF OPEN SPACE CHARACTER STUDIES

CS1 - WESTERN EDGE & GATEWAY

4.30 The Western Edge & Gateway forms the principle approach from Seftor Road into the main part of the residential development. The main street is routed through a large area of public open space, which includes SuDS basins, recreational routes and new landscaping. This vehicle route connects the small area of residential land in the south to the potential location for a school site and the residential land in the west.

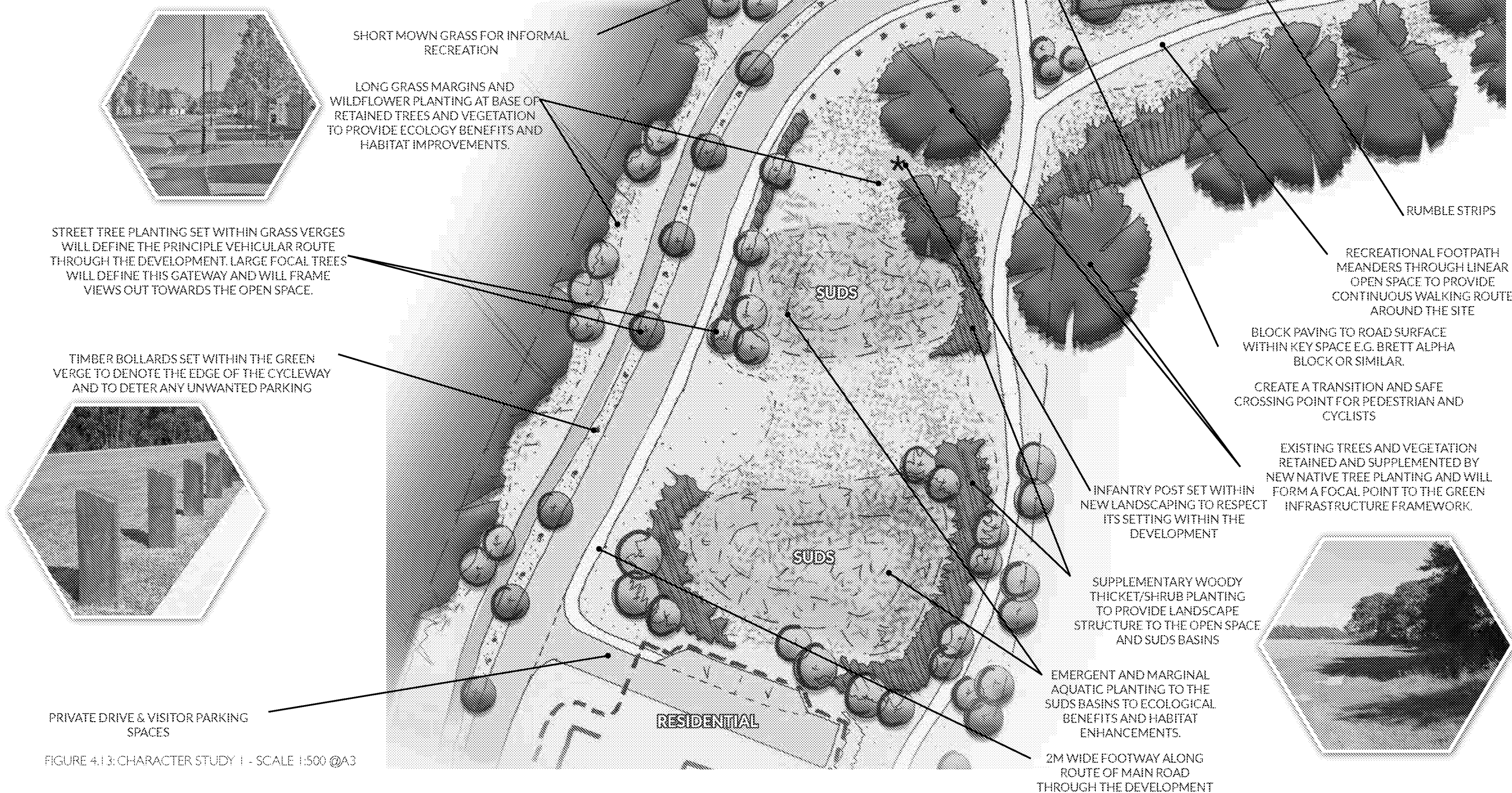


FIGURE 4.13: CHARACTER STUDY 1 - SCALE 1:500 @A3

CS2 - FOCAL SPACE 1

4.31 Focal Space 1 will form the northern extent of the 'diagonal link' and will consist of a large area of public open space, including a children's play area. The cycle route will pass through this space, as well as the network of recreational routes.

4.32 The proposed dwellings will be set back behind private drives and lanes, lined with new hedgerow and tree planting to soften the built edge and create a transition into the public open space. Large areas of mown amenity grassland will allow for informal recreation, such as a kick-about spaces. The formal play provision will consist of a large Locally Equipped Area of Play, with natural play elements and timber equipment to help the play space assimilate into its natural setting.

4.33 Street tree planting and large grass verges will frame views along the main street and will act as a green visual link, drawing the users eye up towards this focal space when using the 'diagonal link'.

4.34 Proposed landscaping will be native and will compliment the surrounding existing trees and vegetation. long grass swards and wildflower planting around these spaces will offer ecology enhancements, again creating a transition from the more formal arrangement at the centre of this spaces, out toward the green edges.

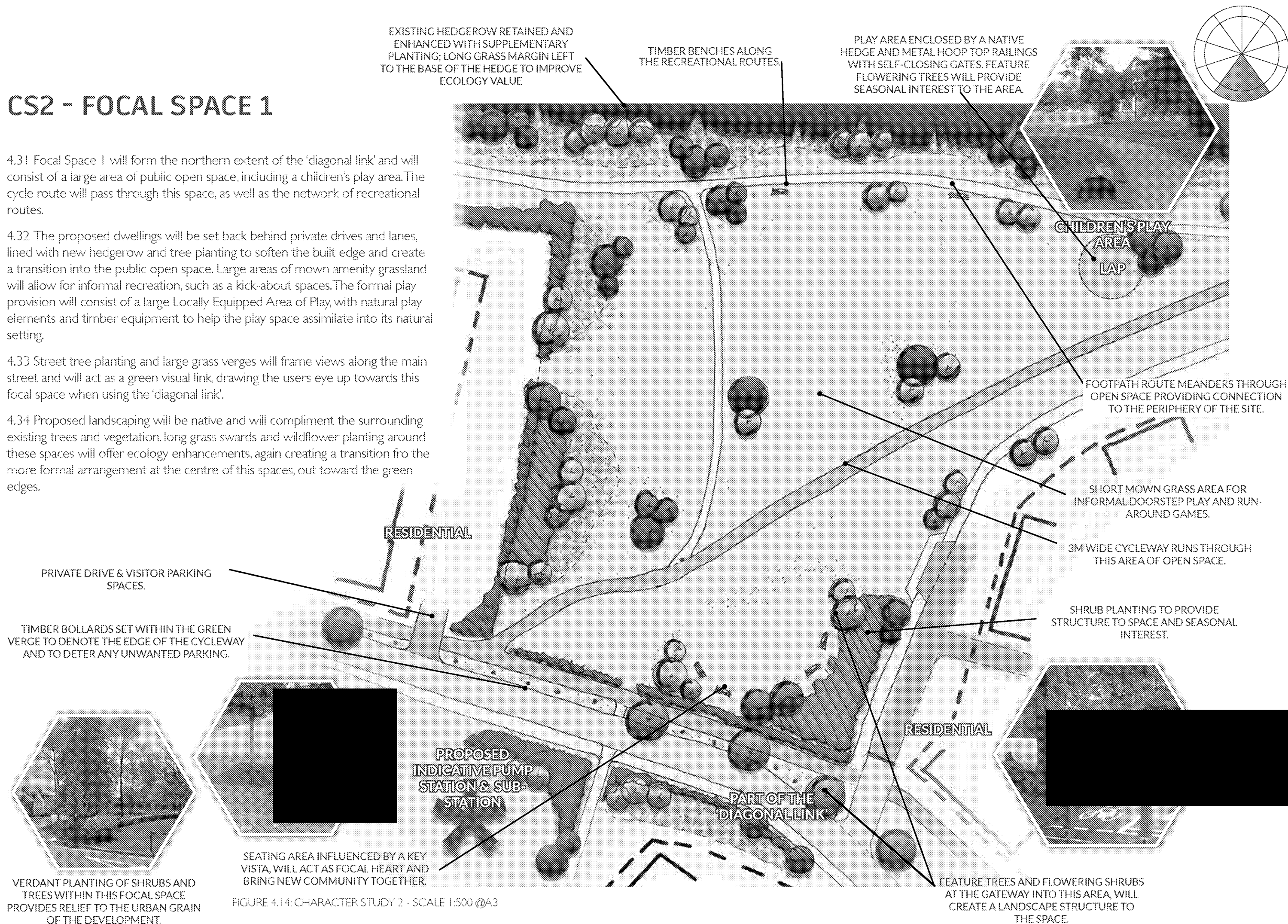


FIGURE 4.14: CHARACTER STUDY 2 - SCALE 1:500 @A3

CS3 - GREEN EDGES

4.35 The Green Edges of the development form the peripheral areas of the development and create a transition from the built residential land to the public open space and beyond to the surrounding countryside.

4.36 These spaces will include a hierarchy of pedestrian and cycle routes. Formal footways constructed of a self binding gravel, will allow for easy accessibility for all abilities, with more informal mown footways creating a natural character to these semi-rural spaces.

4.37 Pedestrian and cycle links should be provided along the Site's northern boundary to allow for better integration to the surrounding landscape.

4.38 Native tree and thicker planting will enhance the Site's boundaries existing vegetation and will be complemented by long grass swards and wildflower planting to attractive wildlife and enhance biodiversity across the Site. Native hedgerows will line the streets adjacent to the Green Edges, with street tree planting defining these spaces, whilst helping to soften the built development, creating this feeling of transition.

4.39 At the detailed design stage, native and ornamental planting to dwelling frontages will enhance the relationship between the built and natural environment.

4.40 Timber street furniture, will allow for seating and rest opportunities for people using the space and will compliment the natural character of these spaces.

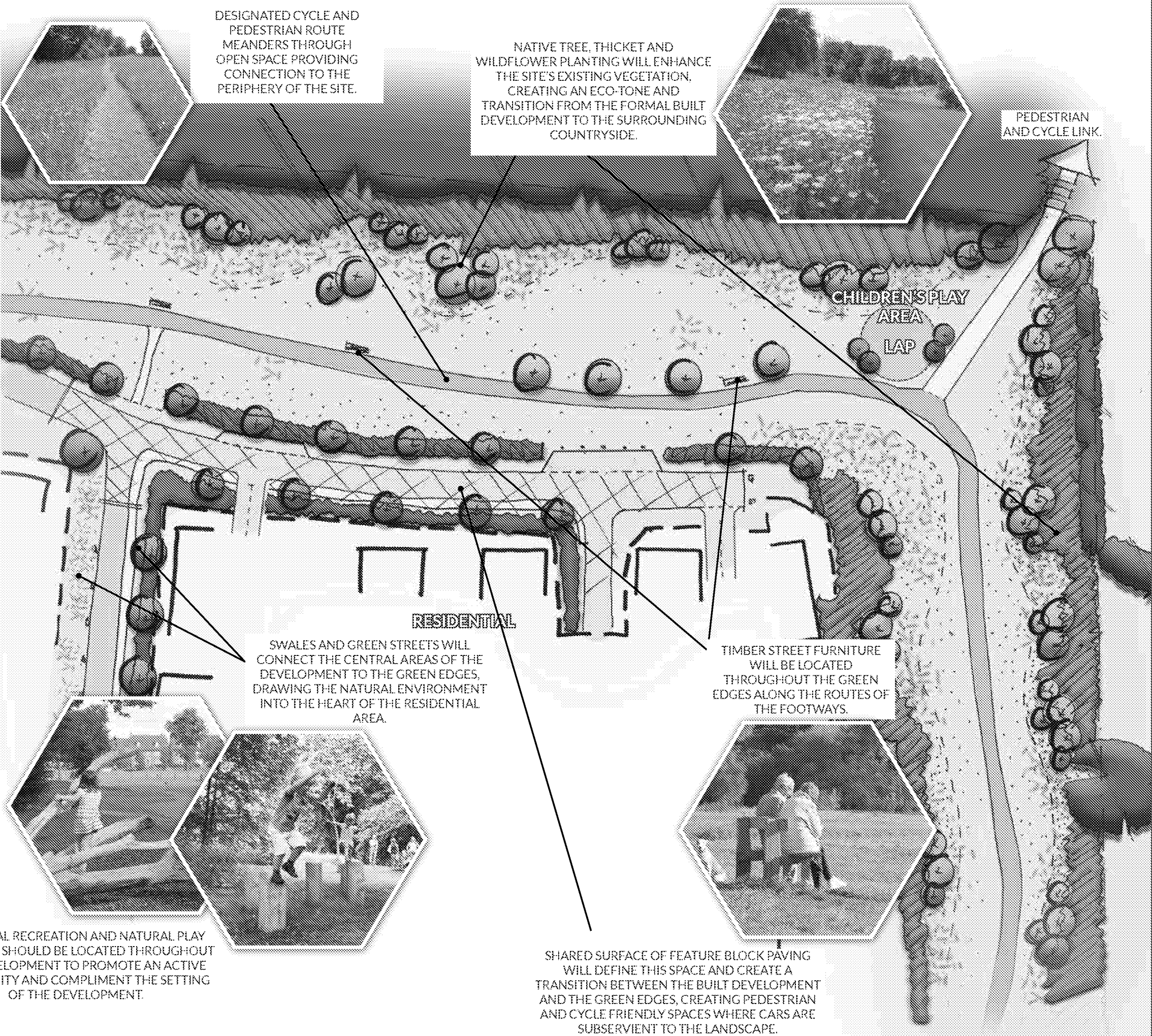
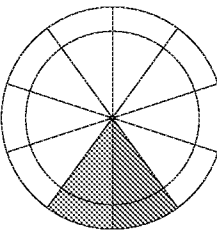


FIGURE 4.15: CHARACTER STUDY 3 - SCALE 1:500 @A3



CS4 - CENTRAL GREEN & 'DIAGONAL LINK'

4.41 The Central Green & 'Diagonal Link' will play the principle function in bringing both green and blue infrastructure into the heart of the development. The 'Diagonal link' will accommodate an uninterrupted, traffic-free cycle route, from the south east corner from Rose Green Road, straight through the centre of the residential development. An asymmetrical arrangement, with an enlarged verge on one side, rather than a classic 'avenue' of trees, will open out into the new central focal space. This should be more in keeping with the local context and will allow for decent sized tree planting to occur, drawing the peripheral landscape into the heart of the scheme.

4.42 Green Streets will connect the peripheral areas of the development and the secondary nodes of public open space to the 'diagonal link' and central green space, through street tree planting and large grass verges.

4.43 Swales and infiltration channels will bring blue infrastructure through this area, aiding in enhancing the ecology offering within the more urban areas of the development, creating wildlife corridors and spaces for amenity within these spaces.

4.44 A central play area will create a focal point to the development, framed by a more formal arrangement of tree and shrub planting. The spaces created around these features will allow for more informal play opportunities, with spaces for seating areas, designed to enhance community integration.

4.45 Buildings frontages will be staggered and set back along the route of the 'diagonal link' to frame views along the route and out towards the public open spaces.

GREEN STREETS CONNECTING THE PERIPHERAL AREAS OF THE DEVELOPMENT TO THE 'DIAGONAL LINK' AND CENTRAL GREEN SPACE. TREE PLANTING FRAMING VIEWS IN AND OUT OF THE SPACE.

SECONDARY NODE PUBLIC OPEN SPACE

CHILDREN'S PLAY AREA WILL FORM THE FOCAL POINT TO THE CENTRAL GREEN. THE PLAY AREA WILL HAVE A MORE FORMAL CHARACTER, LINED WITH FLOWERING TREES AND ORNAMENTAL SHRUB PLANTING, TO PROVIDE SEASONAL INTEREST.

RESIDENTIAL

RESIDENTIAL

CENTRAL SEATING AREA TO ACT AS FOCAL HEART AND BRING NEW COMMUNITY TOGETHER.

CHILDREN'S PLAY AREA
ELEAP

SHARED SURFACE OF FEATURE BLOCK PAVING WILL DEFINE THIS SPACE AND CREATE A TRANSITION BETWEEN THE BUILT DEVELOPMENT AND THE CENTRAL GREEN SPACE. CREATING PEDESTRIAN AND CYCLE FRIENDLY SPACES WHERE CARS ARE SUBSERVIENT TO THE FORMAL LANDSCAPE.

RESIDENTIAL

RESIDENTIAL

CLIPPED ORNAMENTAL HEDGES TO LINE THE CYCLE ROUTE AND CENTRAL GREEN SPACE. LINED WITH TREE PLANTING TO FRAME THE SPACE.

FIGURE 4.16: CHARACTER STUDY 4 - SCALE 1:500 @A3

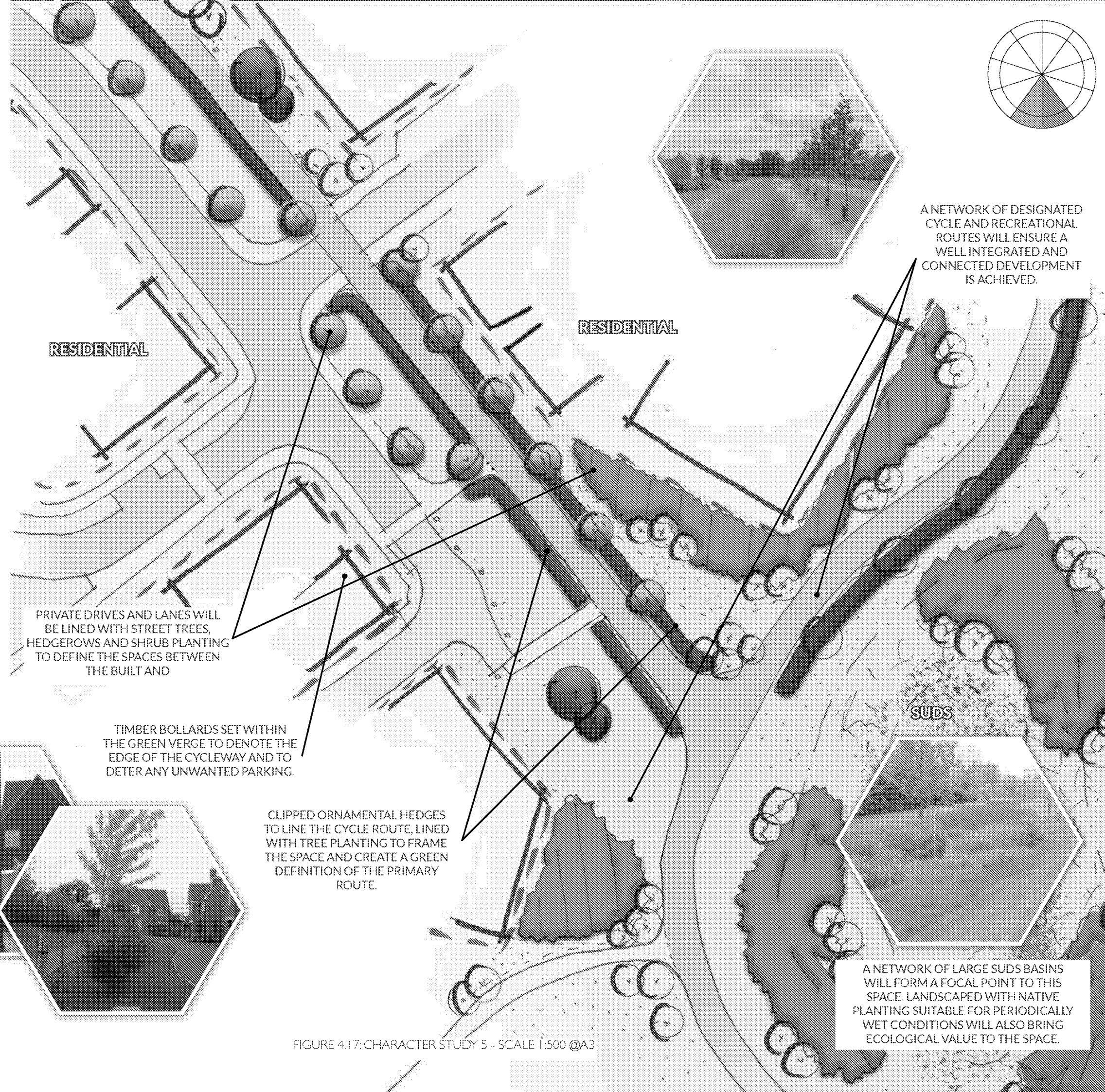
CS5 - FOCAL SPACE 2

4.46 Focal Space 2 forms a gateway of public open space in the south eastern corner of the development when travelling from Rose Green Road and Seftor Road. This space will form the start of the cycle route and 'Diagonal link' through the heart of the development.

4.47 A network of large SuDS basins are also provided in this area which will form focal points to this area. Wetland thicket, marginal l and emergent aquatic planting and wildflower meadows will be established in and around the SuDS basins to enhance the ecological value of the development, as well as creating new habitats. This space will be complimented with a vast amount of new native tree planting to give the space a strong landscape framework.

4.48 Recreational routes will meander through this area and connect into the cycle route, creating a well connected and integrated development, not just with the new dwellings, but also the wider community. Street furniture will be positioned throughout this area to allow for rest, for users of this area.

4.49 The large areas of mown amenity grass will promote informal play opportunities, such as kick-about spaces and exercise. Natural play elements, such as boulders and tree trunks will further promote informal play, whilst complimenting the setting of the development.



RESIDENTIAL

RESIDENTIAL

PRIVATE DRIVES AND LANES WILL BE LINED WITH STREET TREES, HEDGEROWS AND SHRUB PLANTING TO DEFINE THE SPACES BETWEEN THE BUILT AND

TIMBER BOLLARDS SET WITHIN THE GREEN VERGE TO DENOTE THE EDGE OF THE CYCLEWAY AND TO DETER ANY UNWANTED PARKING.

CLIPPED ORNAMENTAL HEDGES TO LINE THE CYCLE ROUTE, LINED WITH TREE PLANTING TO FRAME THE SPACE AND CREATE A GREEN DEFINITION OF THE PRIMARY ROUTE.

A NETWORK OF DESIGNATED CYCLE AND RECREATIONAL ROUTES WILL ENSURE A WELL INTEGRATED AND CONNECTED DEVELOPMENT IS ACHIEVED.

SUDS

A NETWORK OF LARGE SUDS BASINS WILL FORM A FOCAL POINT TO THIS SPACE. LANDSCAPED WITH NATIVE PLANTING SUITABLE FOR PERIODICALLY WET CONDITIONS WILL ALSO BRING ECOLOGICAL VALUE TO THE SPACE.

FIGURE 4.17: CHARACTER STUDY 5 - SCALE 1:500 @A3

PARKING TYPOLOGIES

4.50 Parking will need to respond to the localised parking standards and will be designed in a variety of ways to respond to the public open space and street hierarchy.

DRIVEWAYS

4.51 Driveways will be designed to limit the extent of the car within the street scene, and shall be wide enough to get a bin or bicycle from the rear garden, where an alternative route is not provided.

PARKING COURTS

4.52 Parking areas should provide some planting within the area to break up parking. Parking courts should be designed to be overlooked and allows ease of manoeuvring. In limited instances, it may be required to have double tandem parking.

CYCLE PARKING

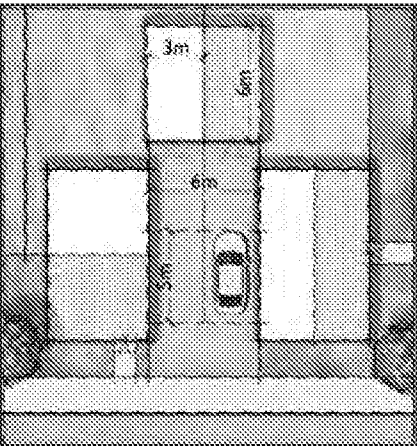
4.53 Cycle parking shall be provided within dwellings, either in a garage where internal measurements meet Arun parking standard requirements or where a garage is not provided, cycle storage should be provided within the private amenity area. In regards to apartments communal stores shall be located within close proximity of the building(s) it serves.

CHARGING POINTS

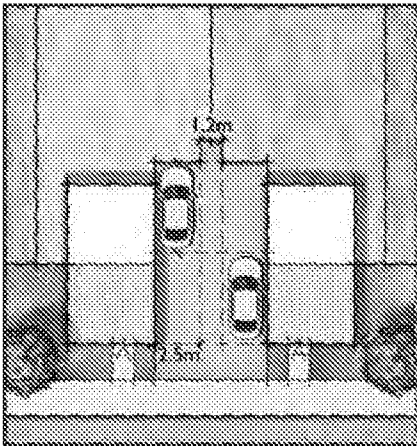
4.54 Charging points will be provided on-plot with or without a garage. The specific location of charging points will be agreed as part of the Electric Vehicle Charging Strategy to be submitted and agreed under condition 33 pursuant to the Outline planning permission.

EXAMPLES OF PARKING TYPOLOGIES.

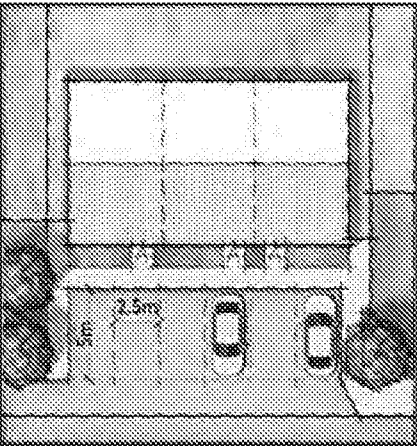
GARAGE PARKING



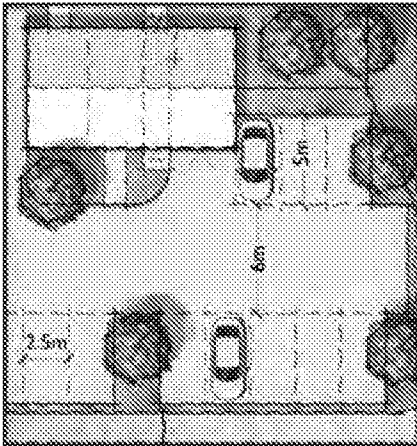
ON PLOT SIDE PARKING

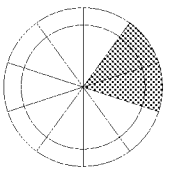


FRONTAGE PARKING



PARKING COURT





5. DEVELOPMENT CHARACTER.

ASSESSMENT OF THE SURROUNDING AREAS.

5.1 In considering the architectural design of the future development, an assessment of the wider and local vernacular has been undertaken to inform the architectural features, building forms and plot features.

5.2 The Arun Design Guide seeks to provide an assessment of Settlement Character Areas across the District. The site is located on the edge of the 'Coastal Towns and Neighbouring Settlements Character Area which adjoins the countryside (Figure 40, page 33 of the Arun Design Guide). This is a key strategic housing allocation which will facilitate future expansion of the coastal areas. The Design Code principles seek to ensure that the existing settlement context is retained and enhanced while also allowing the site to create its own distinctive character:

5.3 Locations A, B and D shown on Figure 5.1 are located within the 'Coastal Towns and Neighbouring Settlements' Character Area whilst location C is located within the 'Countryside' Character Area. The Design Code seeks to take cues from across these areas.

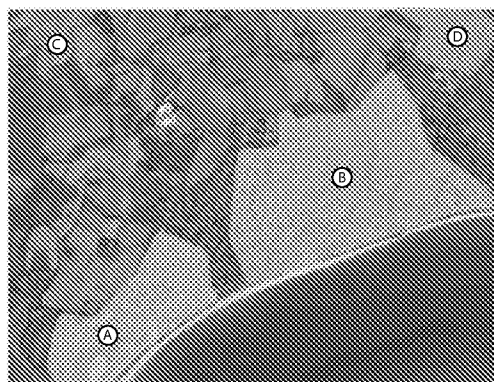


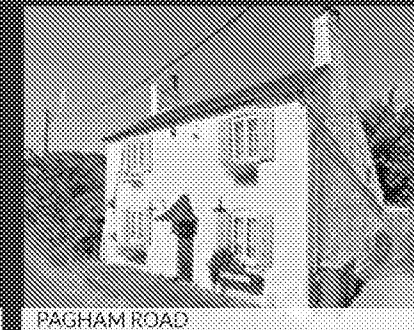
FIGURE 5.1: CHARACTER ASSESSMENT PLAN - WIDER CONTEXT

PAGHAM

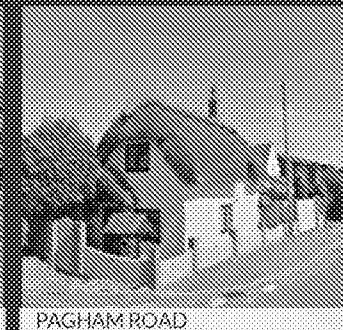
5.7 The more historical remnants of Pagham are located to the south of the site. A range of materials are found across the area with flint and brick quoins on elevations and walls, as well as painted brick and thatched roof forms. Roof forms vary, however, front to back are prevalent with chimneys a common element throughout the area. Verdant curtilage planting is noted with small fences and walls also a feature.



PAGHAM ROAD



PAGHAM ROAD



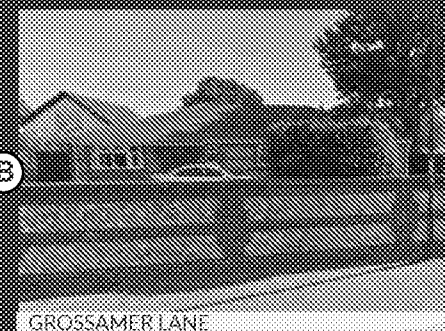
PAGHAM ROAD



PAGHAM ROAD

ALDWICK

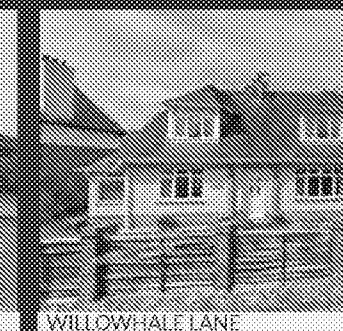
5.4 The epi-centre of Aldwick lies to the south of the proposed site. Dwellings are mostly detached in this area and roof types vary from hipped, front to back and gable with buildings ranging from 1 to 2 storeys. Flint and stone are present, as well as multi-tonal brick. Dormer windows are a common feature. The village as a whole has an eclectic mix of boundary treatments.



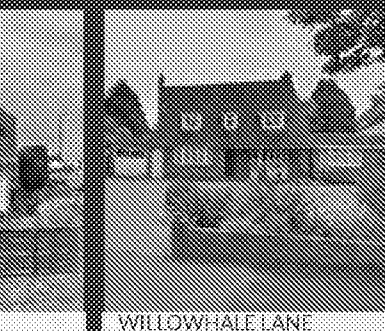
GROSSAMER LANE



WILLOWHALE LANE



WILLOWHALE LANE



WILLOWHALE LANE

SOUTH MUNDHAM

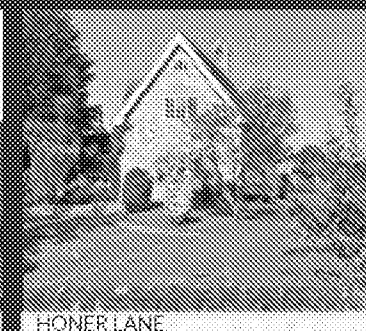
5.5 North-west of the site lies South Mundham set in a notable isolated rural setting. This area features large, detached dwellings throughout. Flint and red brick are both defining features. Front to back, gable and hipped roof forms are present, as well as chimneys. Hedgerows, fencing and dwarf walls are all used to define the dwellings from the road.



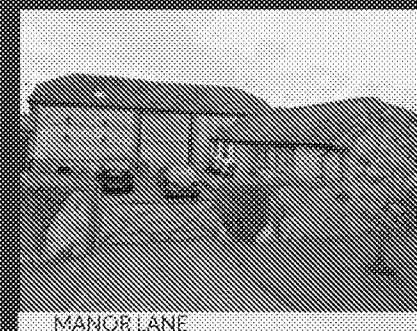
MANOR LANE



PUNCHES LANE



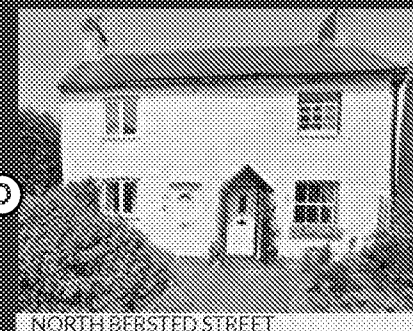
HONER LANE



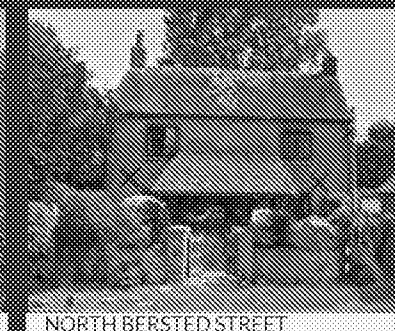
MANOR LANE

NORTH BERSTED

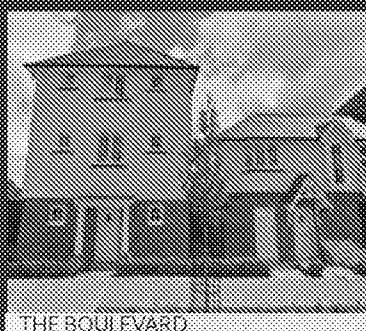
5.6 Two miles north-east from the site lies North Bersted. Two storey detached dwellings are most common in this area, with a range of materials used with occasional 3 storey forms in more recent developments. Period dwellings feature flint and painted brick, and sites under construction range from white eternit cladding, tile hanging and multi-tonal red brick. Roof forms vary, front to back, gable and hipped all being present. Dwarf brick walls and hedgerows are used to define these houses.



NORTH BERSTED STREET



NORTH BERSTED STREET



THE BOULEVARD



THE BOULEVARD

SUMMARY OF EXISTING CHARACTER

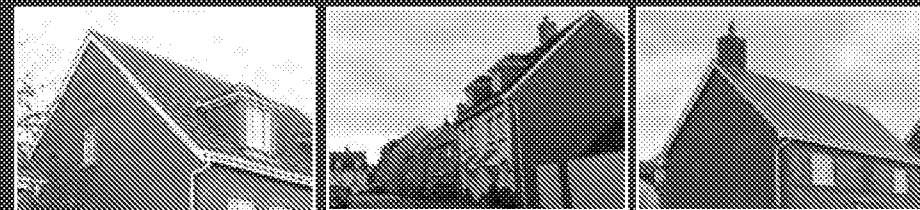
BUILDING TYPES

- A range of house forms exist within the locality with an emphasis on semi-detached dwellings and detached housing.



ROOF LINE & BUILDING HEIGHTS

- There is a variation of roof forms across the area with a mix of pitched, gable fronted, front to back and hipped roof forms.
- Buildings are predominantly two storey with occasional flats and bungalows.



FENESTRATION

- A wide range of window forms are used across the area, with white casements most common that vary in scale.



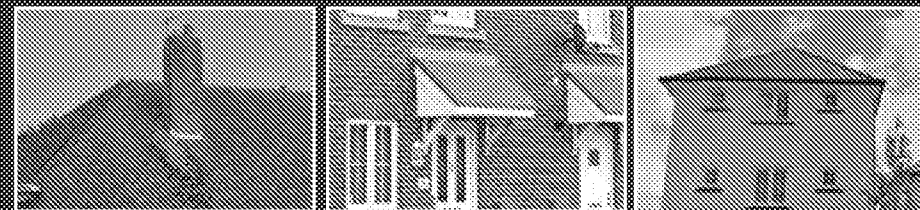
MATERIALS

- An eclectic mix of bricks are found across the area, ranging from plain red and yellow to multi tonal buff colours.



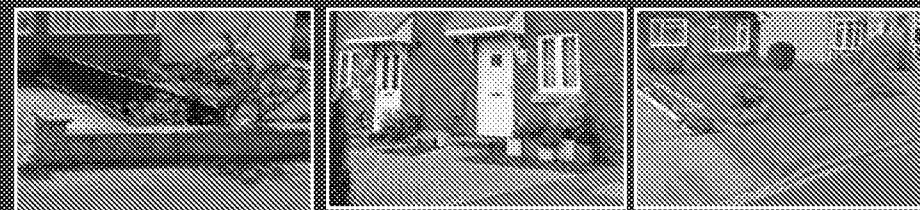
DETAILING

- Gable and pitched porches are a notable feature on a few buildings within the area, along with bay windows for surveillance. Window dormers are also common throughout the areas.



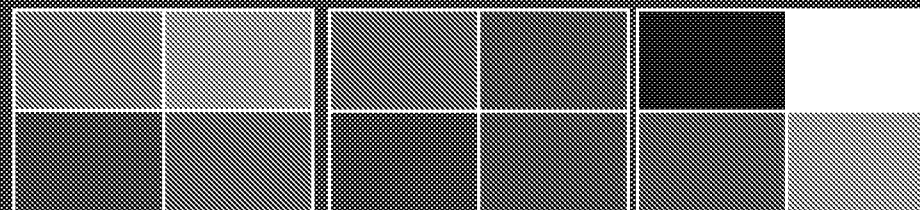
BOUNDARY TREATMENTS

- Hedge and grass verges provide more natural boundary definition and are the most common feature across the area. Occasional dwarf brick walls feature with some of the bungalows.



TONES & COLOURS

- A wide range of tonal variations exist across the locality and stem from a range of colours across a few consistent materials.



WALLS

ROOFS

DETAILING & FEATURES

PRINCIPLES TO TAKE FORWARD

- The site will need to respond to the local setting taken from the Character Area as well as a range of market and policy needs.

- Buildings are to be predominantly up to 2 - 3 storeys.
- A mix of roof forms should be part of any proposal relating to its context, particularly in the green edge of the development.

- Fenestration can assist with the reinforcement of the proposed character and will need to be considered in a wider context. This area generally comprises of white uPVC casement windows.

- Utilising the local materials palette will help integrate the scheme into the wider area and its immediate context, as well as considering views from the wider context.

- Brick detailing will be a common element.
- The use of detailing and feature detail is a common theme in the area and will be carried through in the overall design of the buildings.

- A range of boundary treatments will be used across the area, reinforcing the proposed street character.

- A simple palette of colours is appropriate for the site that will be largely determined in relation to the use of local materials within the construction of the buildings.

PROPOSED CHARACTER AREAS.

OVERVIEW.

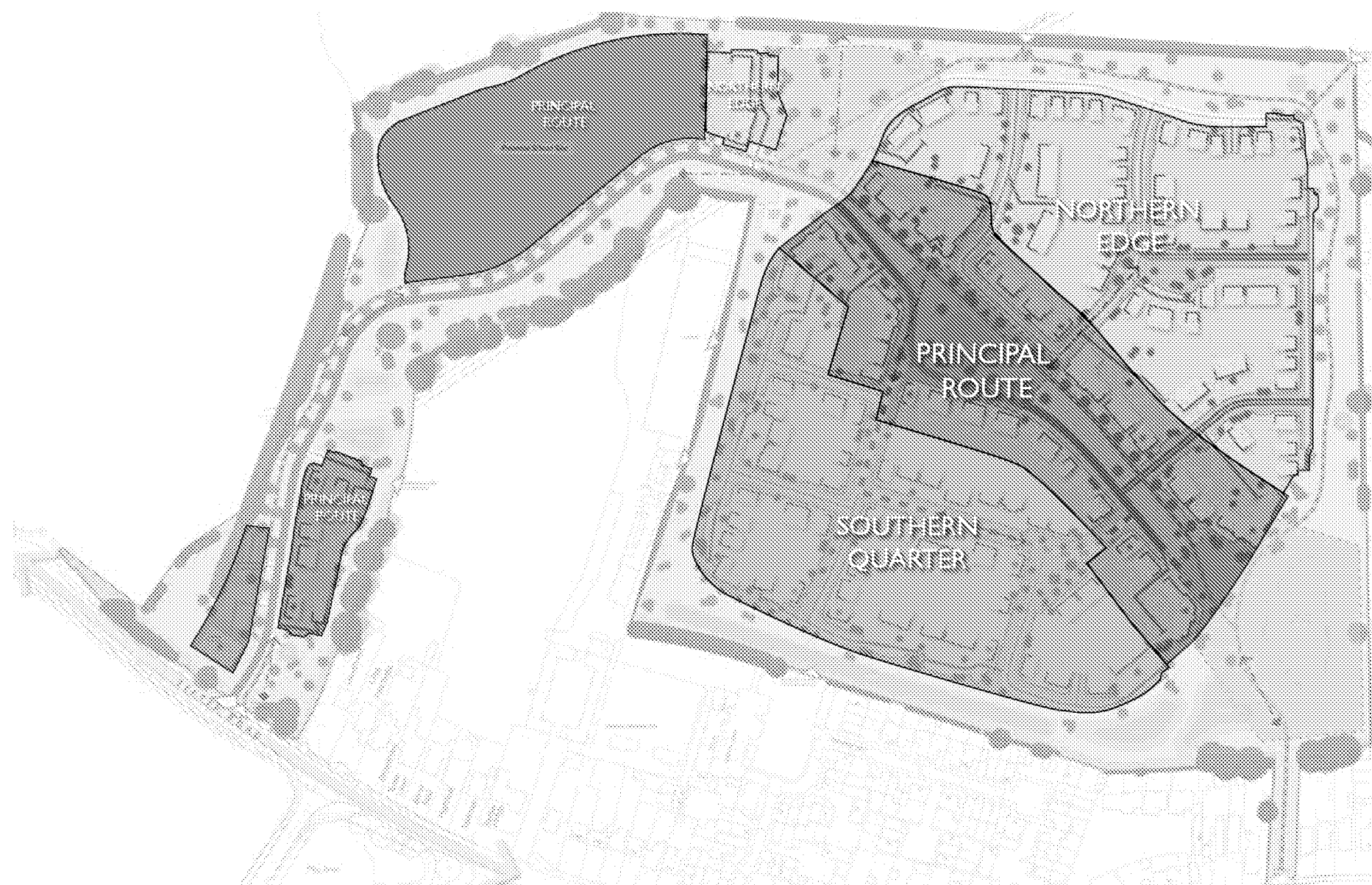
PROPOSED CHARACTER AREAS

5.8 Three character areas are proposed across the site, which also include a core focal space. The character areas have been proposed to provide variety, interest and respond to the localised setting.

5.9 Character Areas are:

PRINCIPAL ROUTE
NORTHERN EDGE;
SOUTHERN QUARTER;

5.10 The following section sets out where the intended character types are proposed, as well as setting the characteristics that will make these areas architecturally distinctive.

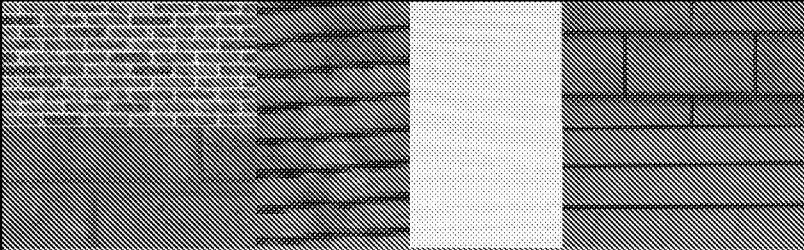
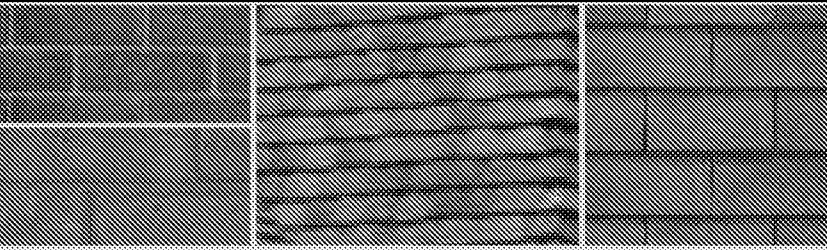
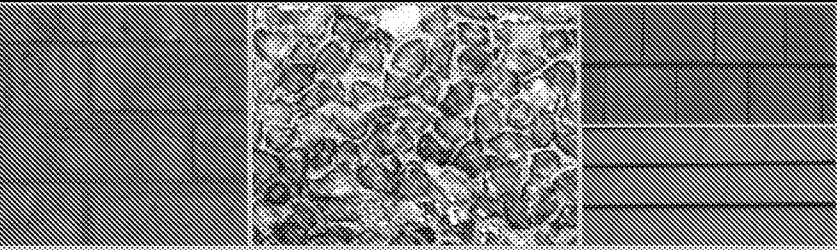


PRINCIPAL ROUTE	NORTHERN EDGE	SOUTHERN QUARTER
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LAYOUT, BOUNDARIES AND BUILT FORM

FRONTAGE TYPE	THE FRONTAGE TYPES WILL FOLLOW THE CHARACTERISTICS OF THE CORE VILLAGE OF PAGHAM WITH A SEMI-ORGANIC FORM PUNCTUATED BY OPEN SPACE.	VARIED DEVELOPMENT FRONTAGE TO RESPOND TO THE LANDSCAPE SETTING.	RELATIVELY INFORMAL BUILDING FRONTAGE TO RESPOND TO THE EDGE OF SETTLEMENT CHARACTER.
BUILDING TYPES	VARIED BUILDING FORMS, PREDOMINANTLY SEMI-DETACHED UNITS, WITH APARTMENT BUILDINGS AND DETACHED UNITS TO FOCAL SPACES AND CORNERS. SHORT TERRACED FORMS MAY BE APPROPRIATE WHERE ENCLOSURE IS REQUIRED.	PREDOMINANTLY SEMI-DETACHED WITH DETACHED ALONG THE GREEN EDGE. OCCASIONAL TERRACED FORMS WITHIN THE MEWS/TERTIARY STREETS.	VARIED BUILDING FORMS, PREDOMINANTLY SEMI-DETACHED UNITS, WITH DETACHED UNITS TO THE GREEN EDGES.
BUILDING HEIGHTS	HEIGHTS WILL VARY BETWEEN 2 TO 3 STOREY TO ACCENTUATE ITS STATUS AS THE PRINCIPAL STREET.	ALL BUILDINGS ARE TO BE 2 STOREY WITH USE OF CHIMNEYS ON FOCAL BUILDINGS.	ALL BUILDINGS ARE TO BE 2 STOREY.
FRONT BOUNDARY TREATMENT	PREDOMINANTLY LOW HEDGEROWS WITH BLACK IRON RAILINGS TO FOCAL SQUARES.	BOUNDARIES IN THIS AREA SHOULD UTILISE SOFT LANDSCAPING WITH OPEN GRASSED AREAS AND HEDGE PLANTING.	BOUNDARIES IN THIS AREA SHOULD UTILISE SOFT LANDSCAPING WITH OPEN GRASSED AREAS AND HEDGE PLANTING.
PARKING	COURTYARD PARKING AND ON PLOT PARKING SET BACK FROM THE OVERALL STREET SCENE IN ACCORDANCE WITH THE BUILDING LINE WHERE POSSIBLE.	ON PLOT PARKING SET BACK FROM THE OVERALL STREET SCENE IN ACCORDANCE WITH THE BUILDING LINE WHERE POSSIBLE. PARKING PERPENDICULAR TO THE STREET SCENE IS ALSO POSSIBLE WITHIN LOWER ORDER ROADS.	ON PLOT PARKING SET BACK FROM THE OVERALL STREET SCENE IN ACCORDANCE WITH THE BUILDING LINE WHERE POSSIBLE. PARKING PERPENDICULAR TO THE STREET SCENE IS ALSO POSSIBLE WITHIN LOWER ORDER ROADS.

ARCHITECTURAL DETAILING

ROOFS	GREY ROOF TILES WITH MOTTLED EFFECT RED TO BE USED WHERE TILE HANGING IS APPLIED.	RED ROOF TILES WITH MOTTLED EFFECT AND HIPPED ROOFS WILL BE USED TO SOFTEN THE DEVELOPMENT'S APPEARANCE WITHIN THE LANDSCAPE SETTING.	BROWN ROOF TILES WITH MOTTLED EFFECT GREY TO BE USED WHERE FLINT DRESSING IS APPLIED.
WALLS	RED BRICK IS TO BE UTILISED WITH FEATURE BRICK WITHIN GUTTERS. WHITE ETHERITE CLADDING USED ON CORNER AND FOCAL BUILDINGS. TILE HANGING IS ALSO USED AS A FEATURE WITHIN THIS CHARACTER AREA TO CREATE NOTABLE CHANGES WITHIN THE STREET SCENE.	RED BRICK IS TO BE UTILISED WITH DARKER FEATURE BRICK. TILE HANGING IS THE PREDOMINANT FEATURE MATERIAL IN THIS AREA.	RED BRICK IS TO BE UTILISED WITH A DARKER FEATURE BRICK. FLINT WILL BE USED AS A FEATURE MATERIAL.
WINDOWS / OPENINGS	WHITE UPVC WINDOWS WITH SPLAYED HEADERS AND STONE FOOTERS. CANOPY PORCH FORMS.	WHITE UPVC WINDOWS WITH ARCHED HEADERS AND BRICK FOOTERS. CANOPY AND FLAT PORCH FORMS ADD VARIETY TO STREET SCENES. VARIATION IN WINDOW DETAILING AS SHOWN BELOW IS PROPOSED.	WHITE UPVC WINDOWS WITH ARCHED HEADERS AND BRICK FOOTERS. WITH A VARIETY OF PORCH FORMS.
MATERIALS	 RED TONAL BRICK TILE HANGING LIGHT ETHERITE CLADDING RED AND GREY ROOF TILES	 RED TONAL BRICK WITH DARK FEATURE BRICK TILE HANGING RED ROOF TILES	 RED TONAL BRICK FLINT BROWN AND GREY ROOF TILES
NOTABLE FEATURES EXPLAINED IN MORE DETAIL ON EACH CHARACTER AREA SHEET	