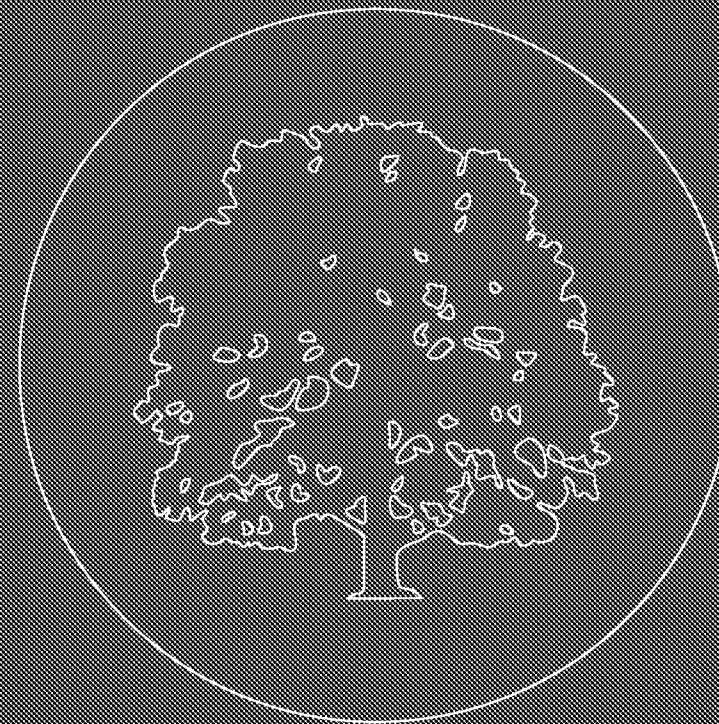
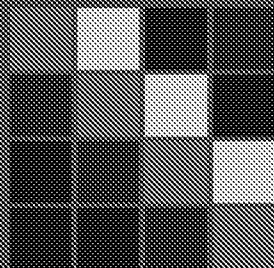




LAND NORTH OF SEFTER ROAD, **PAGHAM**

DESIGN . CODE . DOCUMENT .
DECEMBER 2020

Taylor Wimpey



COOPERBAILLIE



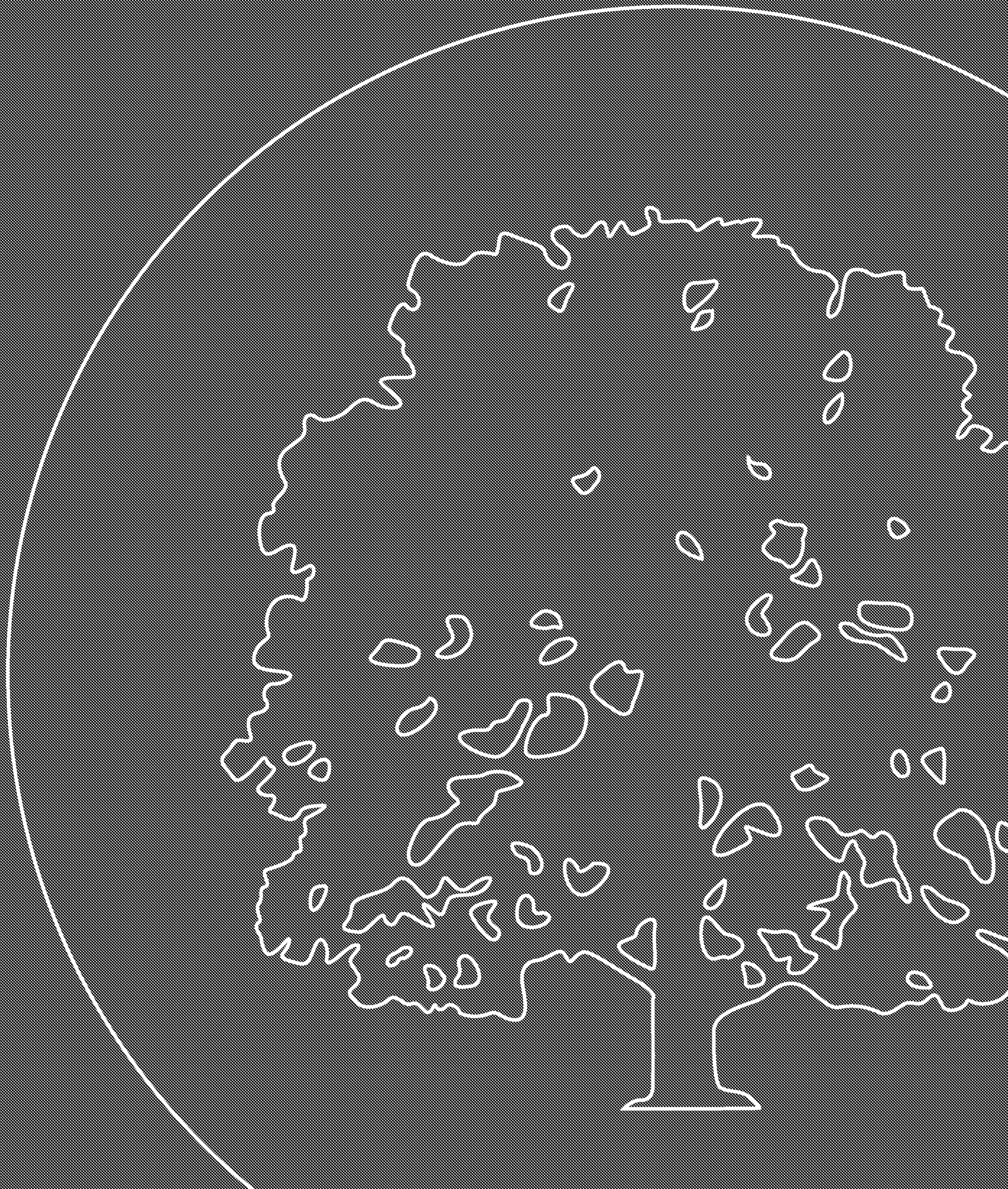
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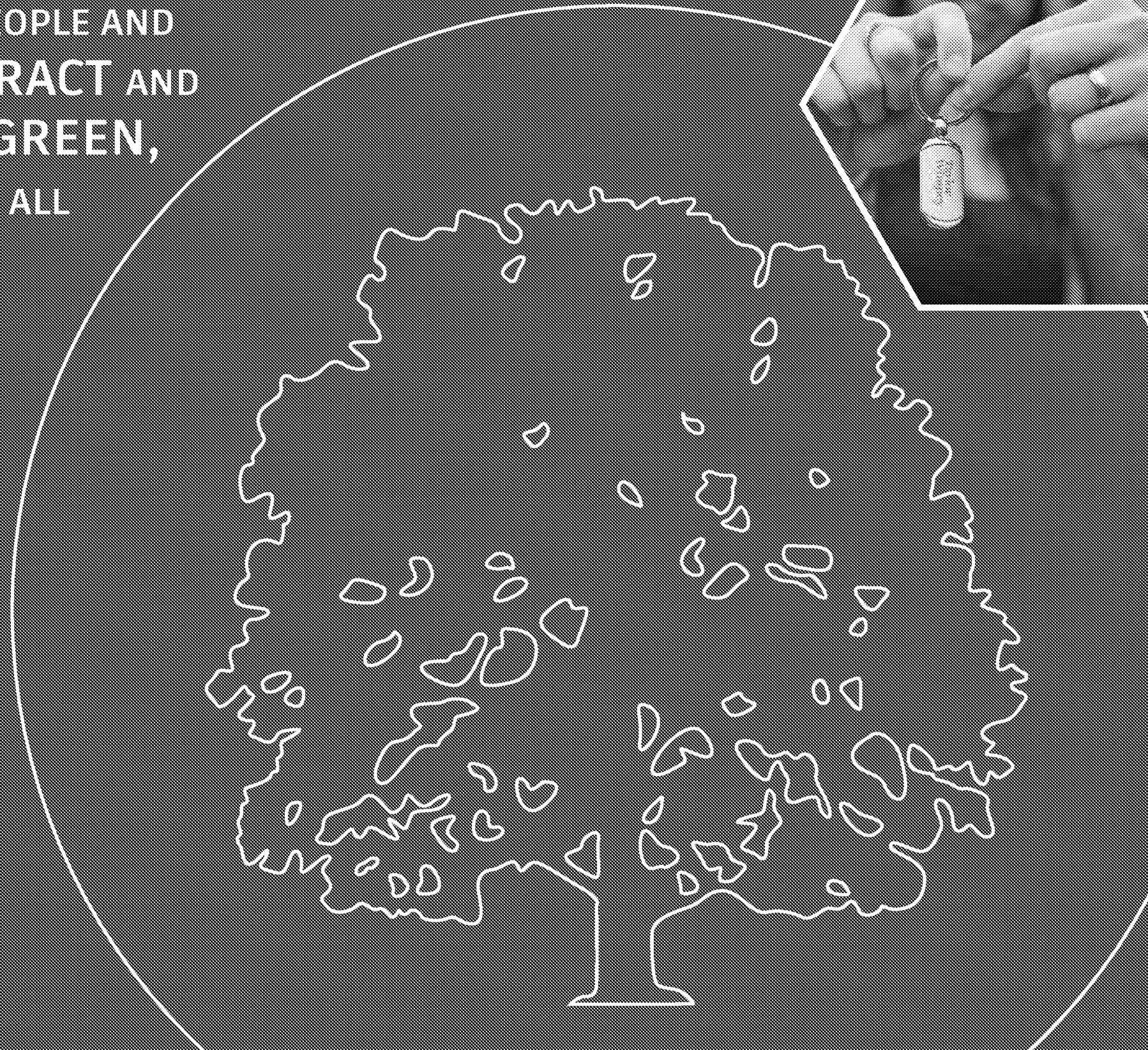
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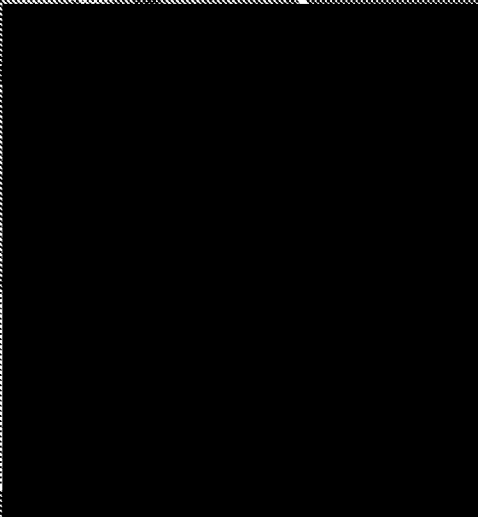
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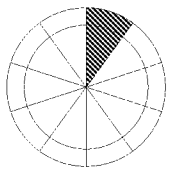
CREATE A **HIGH QUALITY** PLACE FOR PEOPLE AND
COMMUNITY TO **LIVE, CONNECT, INTERACT** AND
THRIVE, IN AN ENVIRONMENT THAT IS **GREEN,**
HEALTHY AND **ACCESSIBLE** TO ALL





CREATE NEW PEDESTRIAN AND CYCLE LINKS AND ENHANCE CONNECTIONS, PROMOTE A LOW CARBON AND HEALTHY LIFE STYLE, MODERN AND SPACIOUS BUILDING AND OUTDOOR SPACE FOR SCOUTS, LAND SAFEGUARDED FOR A SCHOOL/ CARE HOME OR RESIDENTIAL AND LAND SAFEGUARDED FOR AMBULANCE RESPONSE POST TO SERVE THE WIDER COMMUNITY. RETENTION OF GOOD QUALITY TREES AND VEGETATION ALONG WITH A NEW PLANTING FRAMEWORK INCLUDING WILDFLOWER MEADOW TO THE NORTHERN BOUNDARY FOR ECOLOGY.

VARIED HOUSE TYPES MEETING ALL THE NEEDS OF THE COMMUNITY INCLUDING 30% AFFORDABLE HOUSING, PROVIDING A VARIETY OF INTERCONNECTING OPEN SPACES SERVING A RANGE OF PURPOSES, CREATING LINKS TO GREEN ROUTES WITHIN AND BEYOND THE SITE.



1. INTRODUCTION

BACKGROUND & SITE LOCATION

1.1 This Design Code has been written on behalf of Taylor Wimpey to inform future Reserved Matters Applications (RMAs) for the development of up to 280 dwellings (including 30% affordable homes), land for a replacement scout hut, land for an ambulance community response post facility and land for either a 1FE primary school or care home or up to 280 dwellings. Provision of a primary vehicular access from Sefter Road and demolition of No. 80 Rose Green Road and creation of a pedestrian and emergency only access. Provision of public open spaces including associated children's play areas, landscaping, drainage and earthworks.

1.2 The Design Code builds upon the principles of the approved Outline Planning Consent - Planning Reference: P/134/16/OUT which was granted on 15th October 2019. The Design Code allows flexibility for future Reserved Matters Applications to deliver either a primary school or care home or up to 280 dwellings to be developed on the site; should the primary school or care home not come

forward, the land will revert to residential development to deliver up to 280 dwellings overall on the site. The Design Code is required to be submitted pursuant to Condition 6 of the outline planning consent.

1.3 The design proposals for the development framework and code principles have been informed by a series of technical and non-technical surveys. This document sets out the context for the development, constraints and opportunities, as well as the development character, landscaping, access and movement. It also considers the Arun DC Design SPD.

1.4 The Design Code will provide further details on matters such as character areas, street hierarchy, building typologies, key buildings, the approach to car parking, structural planting, street furniture, lighting and treatment of the public realm.

SITE LOCATION

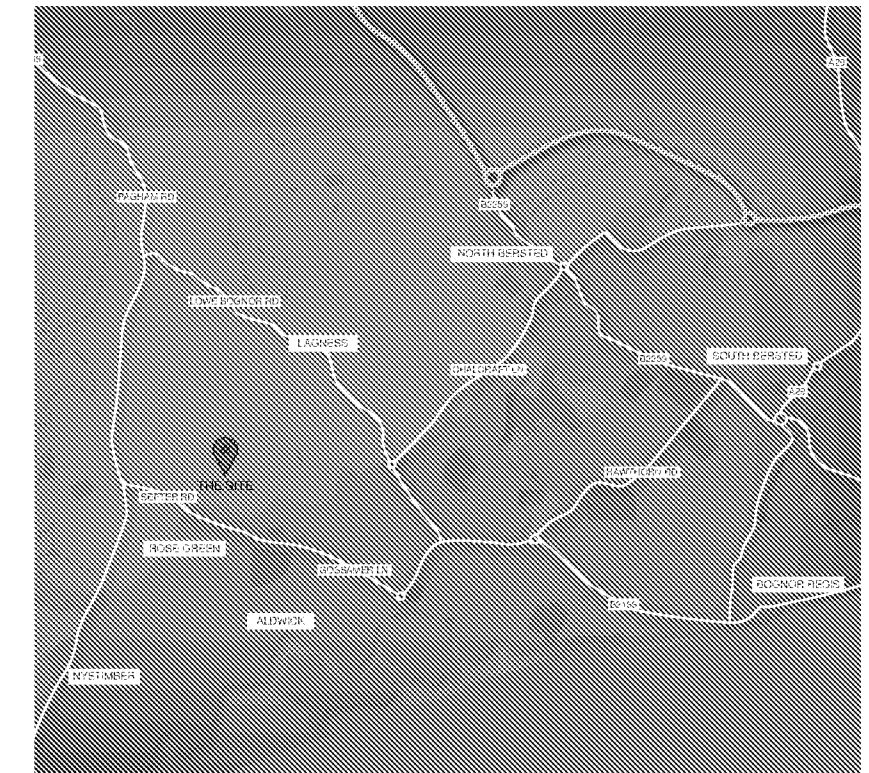


FIGURE 1.1: STRATEGIC LOCATION PLAN

1.5 The Site is approximately 13.34ha and lies to the north of Sefter Road, north west of Bognor Regis in West Sussex. Whilst the majority of the Site falls within the Parish of Pagham, a small section within the southern part of the Site lies within the Parish of Aidwick. The Site lies wholly within the Arun District.

1.6 The Osborne Refrigerator site is located between the main parcel of land and the 'boot' shaped parcel of land that forms the application site, in the area excluded from the red line boundary. Undeveloped agricultural land lies to the north and west of the Site, forming part of Sefter Farm with residential development at Lincoln Avenue located to the eastern boundary. The south of the Site borders the rear gardens of properties that front Sefter Road and Rose Green Road (including Osborne Way and Osborne Court).

1.7 Outline planning permission has been granted at 'Land North of Hook Lane' to the south of Sefter Road for up to 300 dwellings, care home and 2FE primary school (P/6/17/OUT).

THE PURPOSE OF THE CODE WITHIN THE PLANNING SYSTEM

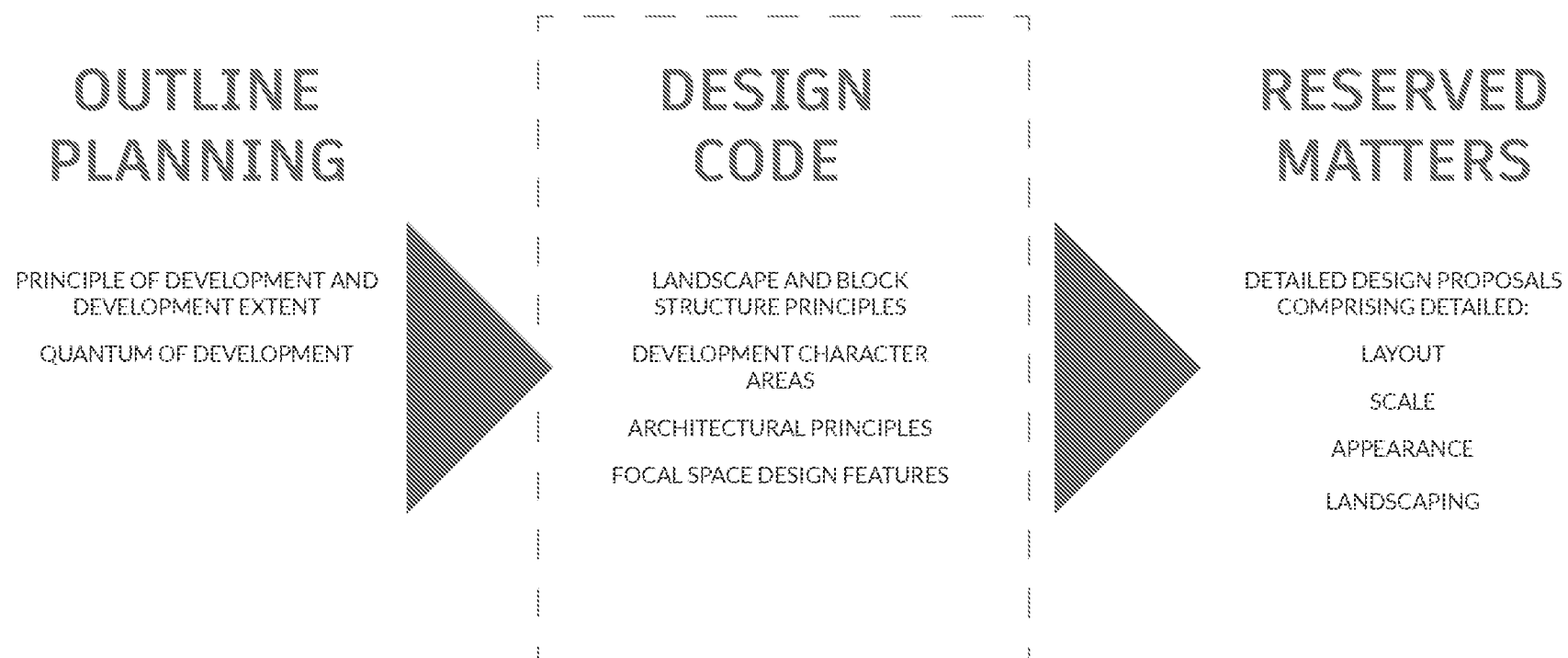




FIGURE 1.2 SITE LOCATION PLAN



2. DESIGN GUIDANCE

DESIGN FRAMEWORK

2.1 The basis of this Design Code is the framework plans approved at the outline planning stage that have then been built upon by updated contextual analysis, site constraints, wider planning policies and guidance.

2.2 This document gives consideration to both the National Design Guide and emerging Arun Design Guide. Table 2 sets out how the details contained within these two documents are considered in turn.

2.3 The Design Guides and this Design Code will continue to inform the emerging proposals to ensure a positive legacy is delivered for the village.

THE NATIONAL DESIGN GUIDE 2019

2.4 The National Design Guide (October 2019) is a National Planning Guide by the Ministry of Housing Communities and Local Government.

2.5 This guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved. It forms part of the Government's wider collection of planning guidance and should be read in conjunction with other planning practice guidance relating to the design process.

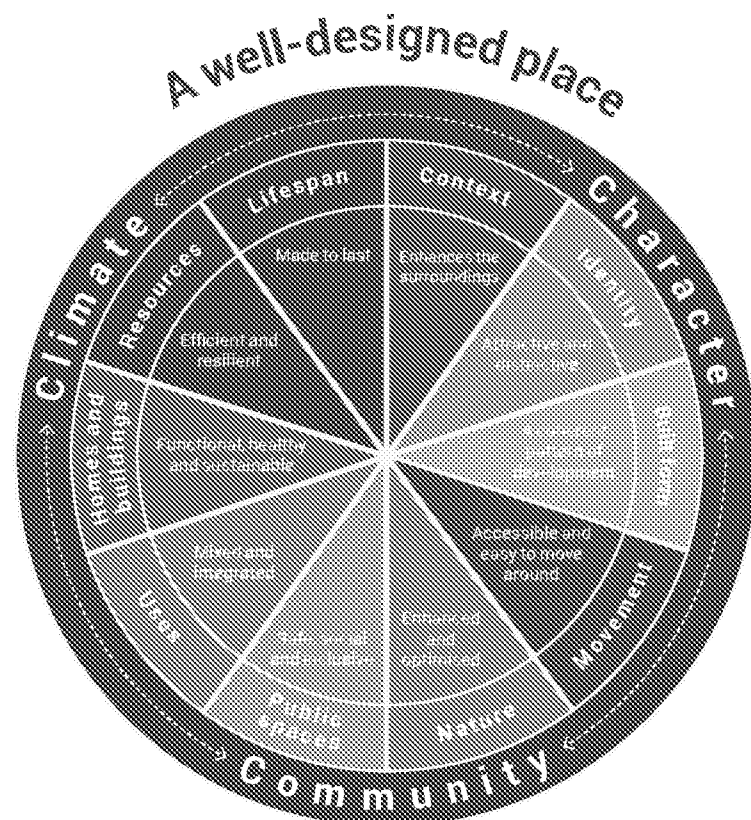
2.6 The National Design Guide addresses the question of how we identify and assess well-designed places, by outlining and illustrating the Government's priorities in the form of ten overarching characteristics that collectively will contribute towards achieving these characteristics and define the character of the place.

INTRODUCING THE 10 CHARACTERISTICS

2.7 The 10 characteristics highlighted in the National Design Guide help to develop and maintain a sense of community and work to positively address environmental objectives.

2.8 The 10 characteristics which are set out in the Design Guide will be considered in detail in the design of this development, which is also set out in Figure 2.1.

2.9 Figure 2.1 sets out how the 10 characteristics, the Arun Design SPD and the key requirements that the Design Code cover Condition 6 of the outline planning consent and where relevant sections can be located within this document.



NATIONAL DESIGN GUIDE	ARUN DESIGN SPD	CONDITION (6 P/134/16/OUT)	THIS DESIGN CODE
CONTEXT	Responding to the Site and its Setting (Section D)	Demonstrating the objectives of the Outline Masterplan and Design and Access Statement	SECTION 3 - OVERVIEW
IDENTITY	Responding to the Site and its Setting (Section D)	Demonstrating the objectives of the Outline Masterplan and Design and Access Statement	SECTIONS 5 & 6
BUILT FORM	Building Design (Section J)	Building Typologies, Key Buildings	SECTION 5
MOVEMENT	Movement Framework (Section F) Parking Strategy (Section I)	Street Hierarchy Car Parking Approach	SECTION 5
NATURE	Natural Environment (Section E)	Structural Planting	SECTION 5
PUBLIC SPACES	Natural Environment (Section E)	Public Realm Overview, Street Furniture, Lighting	SECTION 5
USES	Built Structure and Development Plots (Section G)	Demonstrating the objectives of the Outline Masterplan and Design and Access Statement	SECTION 5
HOMES AND BUILDINGS	Building Design (Section J)	Not Required under Condition 6	SECTION 6
RESOURCE	Climate Change and Sustainability (Section K)	Not Required under Condition 6	SECTION 7
LIFESPAN	Ensuring Quality (Section L)	Not Required under Condition 6	SECTION 7

FIGURE 2.1: THE 10 CHARACTERISTICS OF WELL-DESIGNED PLACES (DESIGN POLICY)



THE SITE WILL BE ASSESSED AGAINST THE BUILDING FOR A HEALTHY LIFE CRITERIA (BFHL).

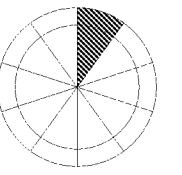
2.10 Future Reserved Matter Application(s) will be assessed against the following criteria (or equivalent) that was recently published in July 2020, replacing Building for Life 12. BFHL comprises of twelve questions with four under each of the following categories:

- Integrated Neighbourhoods
- Distinctive Place
- Street for All

2.11 Based on a simple traffic light system a proposal should aim to:

- Secure as many GREEN lights as possible,
- Minimise the number of AMBER lights and
- Avoid RED lights.

BUILDING FOR A HEALTHY LIFE (2020)	APPLICATION OF CRITERIA
I N T E G R A T E D N E I G H B O U R H O O D S	
1. NATURAL CONNECTIONS	EDGE TO EDGE CONNECTIVITY; RESPOND TO PEDESTRIAN AND CYCLISTS DESIRE LINES; CONNECTED STREET PATTERNS; FILTERED PERMEABILITY; CONTINUOUS STREETS ALONG THE EDGES OF A DEVELOPMENT; CONNECTING EXISTING AND NEW HABITATS; KEEPING HEDGEROWS WITHIN THE PUBLIC REALM; STREETS AND ROUTES THAT CAN BE EXTENDED IN THE FUTURE; ADOPTION TO SITE BOUNDARIES.
2. WALKING, CYCLING AND PUBLIC TRANSPORT	SHARE STREET SPACE FAIRLY BETWEEN PEDESTRIANS, CYCLISTS AND VEHICLES; CYCLE FRIENDLY STREETS; OFFER CYCLE PARKING CLOSE TO COMMERCIAL AREAS AND SCOOTERS FOR SCHOOLS; DESIGN OUT SCHOOL RUNS DEPENDENT ON CARS; START/CONTRIBUTE TO THE DELIVERY OF A LOCAL CYCLE AND WALKING STRATEGY; ZEBRA, PARALLEL AND SIGNALISED CROSSING; TIGHT CORNER RADII AT STREET JUNCTIONS; SHORT AND DIRECT WALKING AND CYCLING CONNECTIONS; 20 MPH DESIGN SPEEDS; PROTECTED CYCLE WAYS ALONG BUSY STREETS.
3. FACILITIES AND SERVICES	INTENSIFY DEVELOPMENT IN LOCATIONS THAT BENEFIT FROM PUBLIC TRANSPORT ACCESSIBILITY; RESERVING LAND IN THE RIGHT LOCATIONS FOR NON-RESIDENTIAL USES; ACTIVE FRONTAGES; CLEAR WINDOWS ALONG THE GROUND FLOOR OF NON-RESIDENTIAL BUILDINGS; MIXING COMPATIBLE USES VERTICALLY; GIVING PLACES WHERE ROUTES MEET A HUMAN SCALE AND CREATE PUBLIC SQUARES; FREQUENT BENCHES CAN HELP THOSE WITH MOBILITY DIFFICULTIES TO WALK MORE.
4. HOMES FOR EVERYONE	DESIGNING HOMES AND STREETS WHERE IT IS DIFFICULT TO DETERMINE TENURE IN ALL INSTANCES; APARTMENT BUILDINGS NOT TO LOOK DIFFERENT IN REGARDS TO TENURE; A RANGE OF HOUSING TYPOLOGIES SUPPORTED BY LOCAL HOUSING NEEDS; HOMES WITH THE FLEXIBILITY TO MEET CHANGING NEEDS; AFFORDABLE HOMES THAT ARE DISTRIBUTED ACROSS THE DEVELOPMENT; ACCESS TO SOME OUTDOOR SPACE SUITABLE FOR DRYING CLOTHES FOR APARTMENTS; CONSIDER PRIVATE OUTDOOR AMENITY SPACE FOR APARTMENTS / MAISONNETTES.
D I S T I N C T I V E P L A C E S	
5. MAKING MOST OF WHAT'S THERE	TAKING A WALK TO REALLY UNDERSTAND THE PLACE WHERE A NEW DEVELOPMENT IS PROPOSED AND UNDERSTAND HOW ANY DISTINCTIVE CHARACTERISTICS CAN BE INCORPORATED AS FEATURES; USING EXISTING ASSETS AS ANCHOR FEATURES, SUCH AS MATURE TREES; POSITIVE CHARACTERISTICS SUCH AS STREET TYPES, LANDSCAPE CHARACTER, URBAN GRAIN, PLOT SHAPES/SIZES, BUILDING FORMS AND MATERIALS BEING USED TO REFLECT LOCAL CHARACTER; SENSITIVE TRANSITIONS BETWEEN EXISTING AND NEW DEVELOPMENT; REMEMBER THE 'FOUR Pillars' OF SUSTAINABLE DRAINAGE SYSTEMS; PROTECT AND ENHANCING EXISTING HABITATS; CREATING NEW HABITATS; INTERLOCKING BACK GARDENS BETWEEN EXISTING AND NEW DEVELOPMENT WHERE APPROPRIATE.
6. A MEMORABLE CHARACTER	A STRONG, HAND DRAWN DESIGN CONCEPT, TO FIND THE RIGHT SOLUTION WITH A VARIETY OF IDEAS AND OPTIONS; DRAWING INSPIRATION FROM LOCAL ARCHITECTURE AND/OR LANDSCAPE CHARACTER; REFLECTING CHARACTER IN EITHER TRADITIONAL OR CONTEMPORARY STYLE; STRUCTURAL LANDSCAPING AS A WAY TO CREATE PLACES WITH MEMORABLE CHARACTER; MEMORABLE SPACES AND BUILDING GROUPINGS; PLACE NAMES THAT HAVE A CONNECTION TO THE LOCALITY CAN HELP STIMULATE IDEAS AND DESIGN THOUGHT.
7. WELL DEFINED STREETS AND SPACES	STREETS WITH ACTIVE FRONTAGES; WELL DESIGNED STREETS AND SPACES, USING BUILDING, LANDSCAPING AND/OR WATER TO ENCLOSE AND DEFINE SPACES; COHESIVE BUILDING COMPOSITIONS AND BUILDING LINES; FRONT DOORS THAT FACE PUBLIC STREETS AND PLACES; APARTMENTS THAT OFFER FREQUENT FRONT DOORS TO STREETS; DUAL ASPECT HOMES ON STREET CORNERS WITH WINDOWS SERVING HABITABLE ROOMS; PERIMETER BLOCKS; WELL RESOLVED INTERNAL VISTAS; BUILDING TYPOLOGIES THAT ARE DESIGNED TO STRADDLE NARROW DEPTH BLOCKS.
8. EASY TO FIND YOUR WAY AROUND	DESIGNING FOR LEGIBILITY WHEN CREATING A CONCEPT PLAN FOR A PLACE; USING STREETS AS THE MAIN WAY TO HELP PEOPLE FIND THEIR WAY AROUND A PLACE - FOR INSTANCE, PRINCIPAL STREETS CAN BE MADE DIFFERENT TO MORE MINOR STREETS THROUGH THE USE OF DIFFERENT SPATIAL CHARACTERISTICS, BUILDING TYPOLOGIES, BUILDING TO STREET RELATIONSHIPS, LANDSCAPE STRATEGIES AND BOUNDARY TREATMENTS; NAVIGABLE FEATURES FOR THOSE WITH VISUAL, MOBILITY OR OTHER LIMITATIONS; FRAME VIEWS OF FEATURES ON OR BEYOND THE SITE; CREATE NEW LEGIBLE ELEMENTS OR FEATURES OF LARGER DEVELOPMENTS; SIMPLE STREET PATTERNS BASED ON FORMAL OR MORE RELAXED GRID PATTERNS.
S T R E E T S F O R A L L	
9. HEALTHY STREETS	STREETS FOR PEOPLE; 20MPH (OR LOWER) DESIGN SPEEDS / DESIGNATIONS; TREE LINED STREETS, MAKE SURE THAT TREES HAVE SUFFICIENT SPACE TO GROW ABOVE AND BELOW GROUND; TIGHT CORNER RADII (3M) PLACES TO SIT, SPACE TO CHAT OR PLAY WITHIN STREET; PAVEMENTS AND CYCLE WAYS THAT CONTINUE ACROSS SIDE STREETS; ANTICIPATING AND RESPONDING TO PEDESTRIAN AND CYCLE 'DESIRE LINES'; LANDSCAPE LAYERS THAT ADD SENSORY RICHNESS TO A PLACE.
10. CYCLE AND CAR PARKING	AT LEAST STORAGE FOR ONE CYCLE WHERE IT IS AS EASY TO ACCESS AS A CAR; SECURE AND OVERLOOKED CYCLE PARKING THAT IS AS CLOSE AS (OR CLOSER) THAN CAR PARKING FACILITIES TO ENTRANCES OF SCHOOLS, SHOPS AND OTHER FACILITIES; SHARED / UNALLOCATED ON STREET CAR PARKING; LANDSCAPING TO HELP SETTLE PARKED CARS INTO THE STREET; FRONTAGE PARKING WHERE THE SPACE EQUIVALENT TO A PARKING SPACE IS GIVEN TO GREEN RELIEF EVERY FOUR BAYS OR SO; ANTICIPATING AND DESIGNING OUT ANTI-SOCIAL CAR PARKING; A RANGE OF PARKING SOLUTIONS; SMALL AND OVERLOOKED PARKING COURTYARDS, WITH PROPERTIES WITHIN COURTYARDS WITH GROUND FLOOR HABITABLE ROOMS; STAYING UP TO DATE WITH RAPIDLY ADVANCING ELECTRIC CAR TECHNOLOGY; MORE CREATIVE CYCLE AND PARKING SOLUTIONS.
11. GREEN AND BLUE INFRASTRUCTURE	BIODIVERSITY NET GRAIN; MOVEMENT AND FEEDING CORRIDORS FOR WILDLIFE; PLANS THAT IDENTIFY THE CHARACTER OF NEW SPECIES - SPECIFIC ABOUT FUNCTION AND CHARACTER OF PUBLIC OPEN SPACES; CREATE PARK RUN READY ROUTES ON LARGER DEVELOPMENTS AND OTHER WAYS TO ENCOURAGE PHYSICAL ACTIVITY AND SOCIAL INTERACTION; CAPTURING AND MANAGING WATER CREATIVELY AND CLOSE TO WHERE IT FALLS USING FEATURES SUCH AS RAIN GARDENS AND PERMEABLE SURFACES; CREATE A HABITAT NETWORK PROVIDING RESIDENTS WITH OPPORTUNITIES TO INTERACT WITH NATURE ON A DAY TO DAY BASIS; PROVIDE NATURAL SURVEILLANCE OPPORTUNITIES; A CONNECTED AND ACCESSIBLE NETWORK OF PUBLIC OPEN SPACES, WITH PATHS AND OTHER ROUTES INTO A THROUGH ROUTE; SPECIES RICH GRASSLANDS; WELL CONSIDERED MANAGEMENT ARRANGEMENTS FOR LANDSCAPED AREAS AND DRAINAGE INFRASTRUCTURE, WHETHER PUBLIC OR PRIVATE.
12. BACK PAVEMENT; FRONT OF HOME	DEFENSIBLE SPACE AND STRONG BOUNDARY TREATMENTS; BOUNDARY TREATMENTS THAT ADD ECOLOGICAL VALUE AND/OR REINFORCE DISTINCTIVE LOCAL CHARACTERISTICS; WELL INTEGRATED WASTE STORAGE AND UTILITY BOXES; FRONT GARDEN SPACES THAT CREATE OPPORTUNITIES FOR SOCIAL INTERACTION; GROUND FLOOR APARTMENTS WITH THEIR OWN FRONT DOORS AND SEMI PRIVATE AMENITY SPACES; CONSIDER PROVIDING TERRACES OR BALCONIES TO ABOVE GROUND FLOOR APARTMENTS; NO LEFT OVER SPACES WITH NO CLEAR PUBLIC/PRIVATE FUNCTION; CONSIDER APARTMENT BUILDINGS WHOSE ACCESS IS FROM A DECK RATHER THAN A CORRIDOR, ENABLING CROSS VENTILATION OF APARTMENTS WHILE LIMITING SHARED COMMON PARTS THAT ARE ENCLOSED.



3. OVERVIEW

PLANNING CONTEXT & EXISTING SITE

3.1 The Site is allocated for housing development in the Arun Local Plan (2018) as part of Policy H SP2a: Greater Bognor Regis Urban Area. The Site forms part of strategic allocation SD2: Pagham North which allows for the development of 800 dwellings within the Pagham North allocation area. Policy H SP2 (Strategic Site Allocations) requires development proposals within Strategic Site Allocations to be comprehensively planned and to have regard to a masterplan which incorporates high quality imaginative design giving a sense of place and a permeable layout.

3.2 Strategic Site Allocations are required to consider the following requirements related to design:

- Integrate appropriately with surrounding communities through an appropriate design particularly where they adjoin by providing for public realm improvements, shared community uses, and connectivity of transport modes including walking, cycling and public transport.
- Ensure a clear and harmonious relationship between town and country including clearly defined boundaries, using physical features that are readily recognisable and likely to be permanent.
- Protect, conserve or enhance the natural environment, landscape and biodiversity.
- Incorporate high quality, well connected green spaces, planting within main streets and biodiversity rich open spaces.
- Extend, enhance and reinforce strategic green infrastructure and publicly accessible open space.
- New community hubs where required to be provided, shall be well located taking account of the permeable layout to all transport modes and shall as far as possible cluster retail, commercial and community uses.
- Where existing village centres are within or will serve the needs of strategic development sites their improvement as sustainable centres will be required.
- Where community buildings are provided these shall be designed and provide for a range of uses such as healthcare, police, faith and community groups.
- Integration of community hubs and local centres of an appropriate form and scale into the design and layout of development proposals where identified in the specific allocations policies in H SP2 a-c.
- Ensure walkable access to local community, recreational and shopping facilities, jobs and accessible transport.
- The off-site capacity requirements, that relate to that particular allocation, identified in the Arun Transport Assessment (2016 and update 2017 and taking into account subsequent relevant assessments) and the local highway network.
- Positively respond to sustainable water management taking particular account of the coastal plain topography which may require strategic surface water solutions.
- Maintain and enhance any important features, characteristics and assets of the local area.

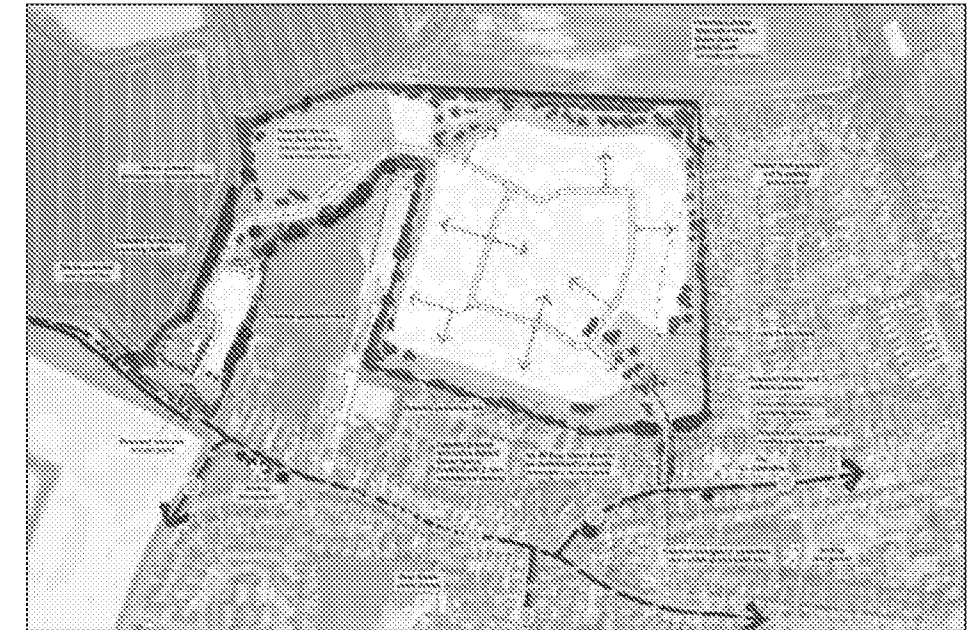


FIGURE 3.1: OPT. 2 & 3 OF THE APPROVED DEVELOPMENT FRAMEWORK PLAN

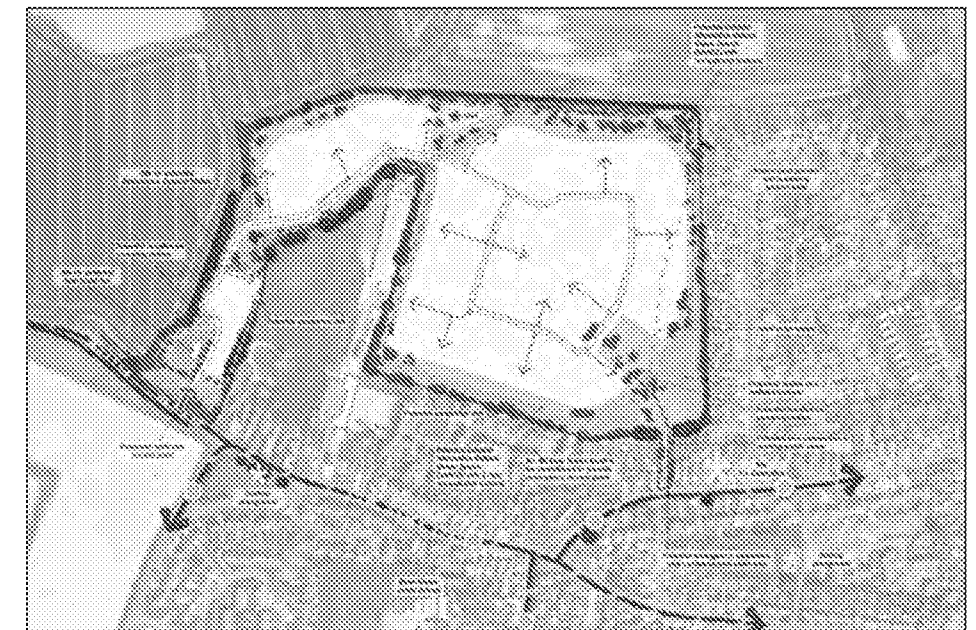
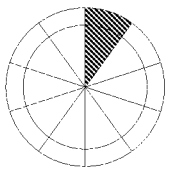


FIGURE 3.2: OPT. 1 OF THE APPROVED DEVELOPMENT FRAMEWORK PLAN





3.3 Collectively, development proposals on allocated sites within SD1 Pagham South and SD2 Pagham North are required to meet the following key design and infrastructure requirements:

- Ensure no detrimental impact to Pagham Harbour SPA, through compliance with ENV DM2 (Pagham Harbour) and its supporting text for the policy,
- Be designed to take into account nearby heritage assets,
- Provide a new one-form (expandable to two-form) entry primary school and nursery places,
- Provide a care home facility,
- Provide a Community Hub which includes;
 - i. Shops and complementary uses,*
 - ii. A community building (Tier 7 library, D1/sui generis floorspace),*
 - iii. Provision of land for a scout hut, and*
 - iv. Land for an Ambulance Community Response Post facility and contributions towards new healthcare facilities at West of Bersted (SD3). Alternatively, where appropriate proposals may make a contribution towards new facilities or the improvement or expansion of the relevant existing facilities, subject to agreement with the Council,*
- Provision of public open space including children's play areas, landscaping, drainage and earthworks,
- Contribute to the provision of an enhanced local cycle network by making on site provision and appropriate off site financial contribution; and
- Where possible, provide linkages and accessible pedestrian and cycle routes to Bognor Regis town centre.

3.4 The Site falls within the Pagham Neighbourhood Area designation. Pagham Parish Council is currently in the process of producing a Neighbourhood Plan. The Pagham Development Management Plan 2020 -2030 was withdrawn in August 2020. There remains significant conflict within the draft Neighbourhood Plan with national and local planning policy and can be afforded no weight in decision taking at this time.



FIGURE 3.3: VIEW FROM PROPOSED SITE ACCESS, NORTH OF SEFTER ROAD.

CONSTRAINTS AND OPPORTUNITIES

KEY POINTS:

3.5 The constraints and opportunities remain largely unchanged from the Outline planning permission. A suite of updated reports support this Design Code. This section seeks to summarise some of the key elements which will influence the design.

ACCESS

3.6 One vehicular access point is proposed, located to the south of Seftor Road, which also enables pedestrian access. An emergency access is to be provided to the south of the development onto Rose Green Road, should any issue arise with the main access. This will be a pedestrian and cycle access point at all other times, creating safe connectivity through the site.

TOPOGRAPHY

3.7 The site is noticeably flat. The low points of the site are located alongside the south eastern boundary, as well as adjacent to the existing ditches in the north west, therefore defining the location of the future SuDS features.

DRAINAGE

3.8 The outline planning permission set out drainage principles that requires parts of the site to be land raised to provide betterment to the neighbouring properties from a drainage perspective. This was also considered within the Landscape & Visual Impact Assessment and has been established by the outline planning permission. This requires a series of SuDS features as illustrated in Figure 3.4 and will influence the design of the site.

VEGETATION

3.9 A range of trees and hedgerows exist around the site and these should be retained where possible. There is a TPO on the site (TPO/P/4/19) which covers 12no. Trees to the southern boundary and north of the Osborne Refrigeration site and two oak trees at 82 & 86 Rose Green Road. The development will seek to respect these existing features and integrate them with the development, with compensatory planting provided where necessary for any removed vegetation (i.e. in respect of the proposed vehicular access points).

ECOLOGY

3.10 Ecological retention and enhancement will be sought through the provision of a Suitable Alternative Natural Green Space (SANG) around the perimeter of the site. Sustainable Urban Drainage features will also support biodiversity.

LANDSCAPE

3.11 A strong landscape framework will be provided based upon the retention of the existing trees and hedgerows and the planting of new landscaping to provide opportunities for biodiversity enhancements and support the amenity value of the new development.

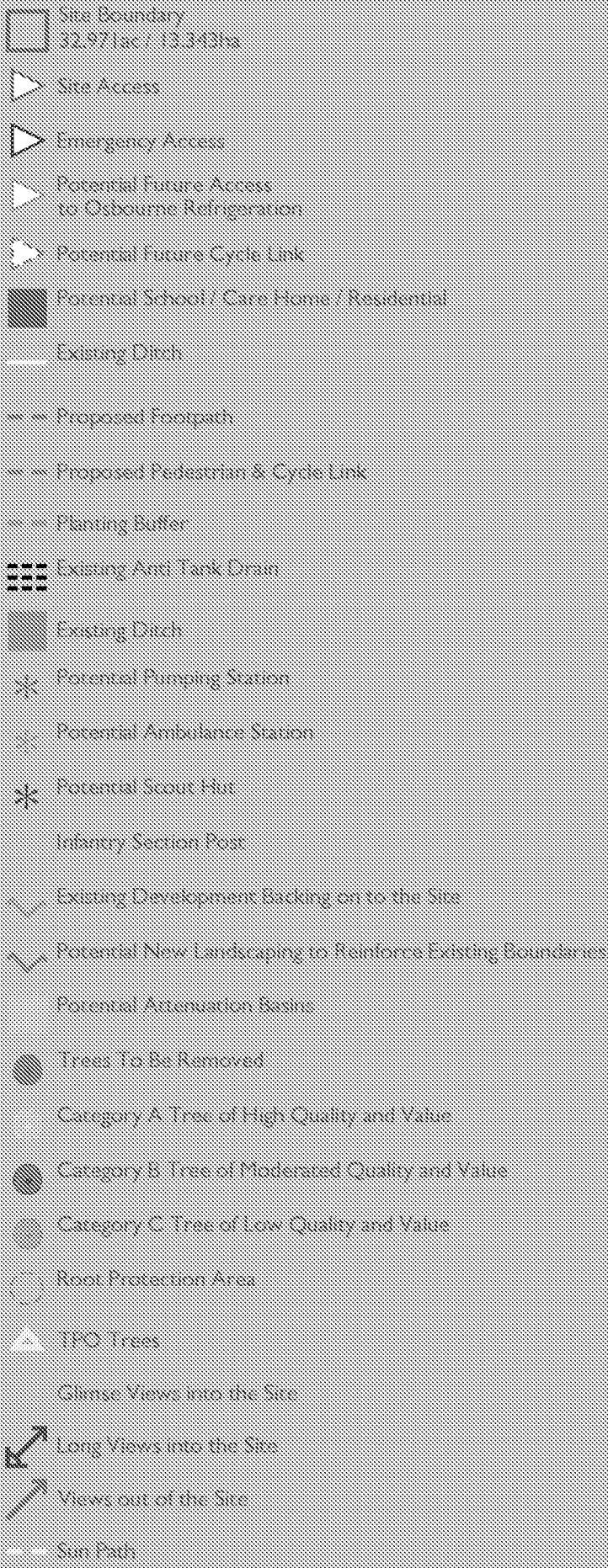
EXISTING BUILDINGS

3.12 Some of the existing development surrounding the site back onto this development's boundary, which will be resolved through strategically placed vegetation and sufficient distances of approximately 25m between the rear of the houses.

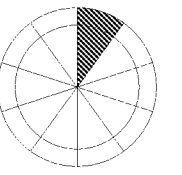
UTILITIES

3.13 A range of utilities exist on the site as shown in Figure 2.6. It is anticipated that all services will stem from Seftor Road.

3.14 A pump station and a sub station will need to be provided within the development.







LANDSCAPE PRINCIPLES

3.15 The Outline planning permission was informed and assessed against a robust LVIA process. The following section seeks to summarise the key elements raised, which will continue to inform the principles of this Design Code.

3.16 The Site and surrounding area are not covered by any statutory or non-statutory designations for landscape character. The Site is undistinguished in terms of character and the majority of the mature landscape features are located at the boundaries and can be retained within the development proposals.

3.17 The landscape study undertaken by Arun District Council identified the Site as lying within Area 6 Rose Green Coastal Plain. The study concludes that this area has a slight sensitivity and slight landscape value and therefore a high capacity to accommodate significant allocations of development. The findings of this assessment are supported by the conclusions of the Landscape Capacity of Strategic Sites in Arun District, undertaken by the Council in 2016. This report contains a more detailed assessment of the Site's capacity to accommodate housing. It also concludes that it is relatively unconstrained in landscape terms and has a high capacity to accommodate housing.

3.18 The LVIA assessment agreed with the findings of both these documents. Development in this location would be extremely well related to the existing urban area and would not conflict with the adjoining settlement pattern. The Site is well contained and the proposals would not encroach on the wider agricultural landscape. In addition, the Development Framework Plan illustrates how a robust landscape buffer can be provided alongside the northern boundary with the adjoining farmland. Accordingly, development as shown on the Development Framework Plan can be accommodated without material landscape effects on the wider area.

3.19 The Site is visually well contained in views from the near, middle and long distance due to the topography of the area and the surrounding vegetation and residential development. The existing properties to the south and east of the Site, the mature hedgerows to the north and west and the flat topography of the surrounding area, contribute to the Site being screened in most views from the near, middle and long distance.

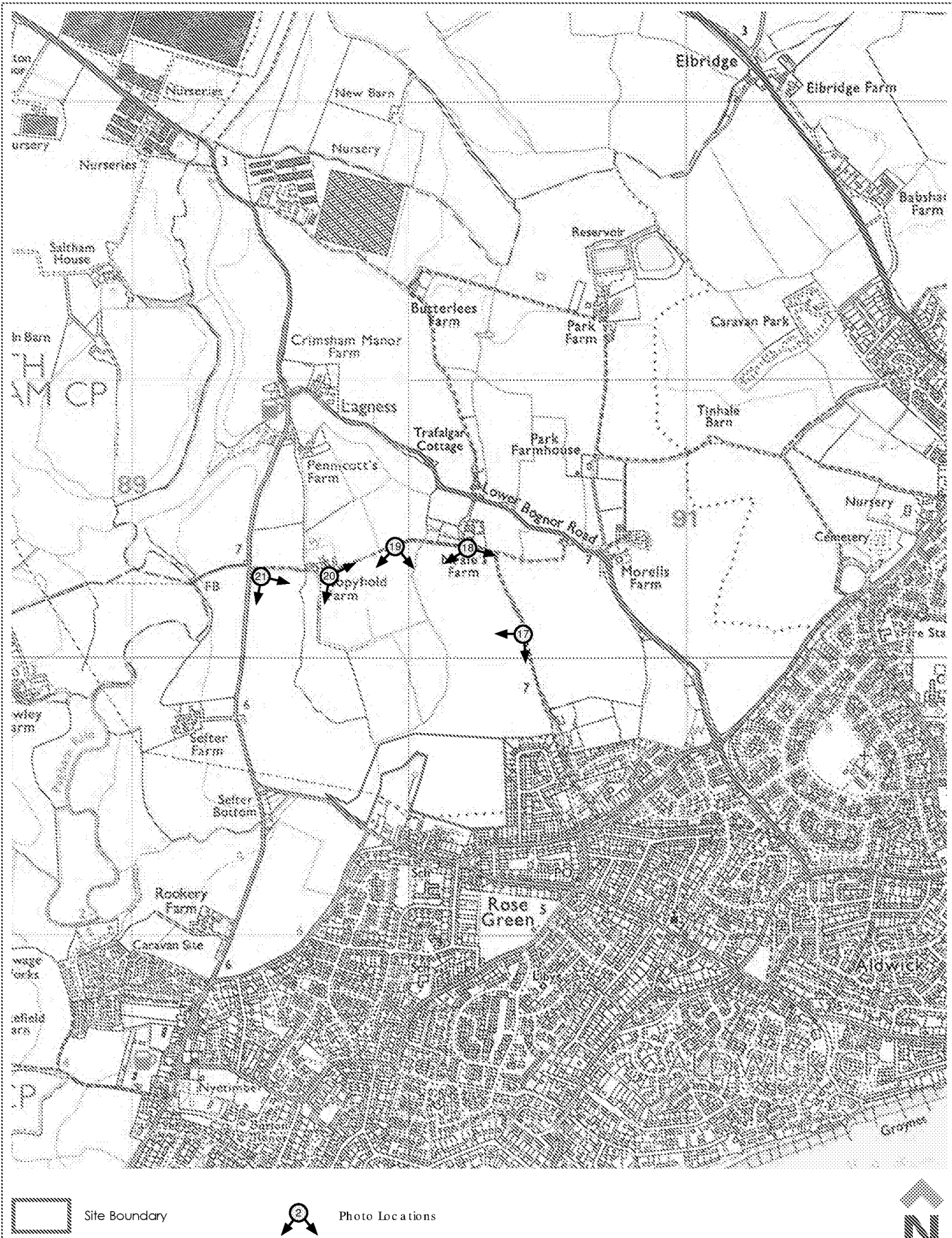


FIGURE 3.5: VIEWS CONSIDERED WITHIN THE LVIA THAT INFORMED THE APPROVED FRAMEWORK PLAN

4. DESIGN PRINCIPLES

LANDSCAPE DESIGN PRINCIPLES.

STRATEGIC VISION:

'A LANDSCAPE-LED APPROACH'

4.1 The approved outline application was informed, assessed and evolved through an analysis of the site, and its context, as well as best practice guidance.

4.2 Although the refused Reserved Matters application followed the broad principles set out in the outline application, a number of landscape-led principles have been considered to further enhance the layout, to create a design which has landscape at its forefront. The following principles outline the strategic vision for a revised layout:

- A 'diagonal link' has been created through the development, connecting a network of focal spaces and green streets, to provide an uninterrupted, traffic-free route for pedestrians and cyclists.
- Connections should be made along the southern boundary, with the indication of future connection along the northern boundary. This will form an integrated development, promoting sustainable travel on foot or cycle. These links will be connected by a network of recreational routes, defined by tree planting and different surface materials, creating a hierarchy of routes across the development.
- Building frontages should be staggered with varied set backs to frame the 'diagonal link'.
- Green verges, street tree planting and swale corridors along the 'diagonal link', will bring both green and blue infrastructure into the heart of the development, creating an attractive neighbourhood for new and existing residents, as well as creating important wildlife corridors, with further ecological enhancements measures.
- Focal spaces and a central green will include spaces of formal recreation for children and teenagers, promoting an active and healthy neighbourhood. The development will also offer spaces for informal recreation, connected by recreational routes taken from the heart of the focal spaces.
- The transition from the built areas to the public open space should be considered to create permeable green edges.
- The provision of Suitable Alternative Natural Greenspace around the perimeter of the development, including a 2.1 km circular recreational route will provide a new on-site route for dog walkers as part of a range of measures to mitigate the potential impacts of the new homes on the nearby Pagham Harbour SPA.
- New landscaping will be used to respect the amenity of the existing properties along Lincoln Avenue and Osborne Way, which back onto the development and to reinforce the level of screening.

4.3 The following pages of the Design Code will explore in more detail how the Landscape Design principles have been considered across the development, with more detailed studies of a number of Character Areas, identified in Figure 3.4 opposite.

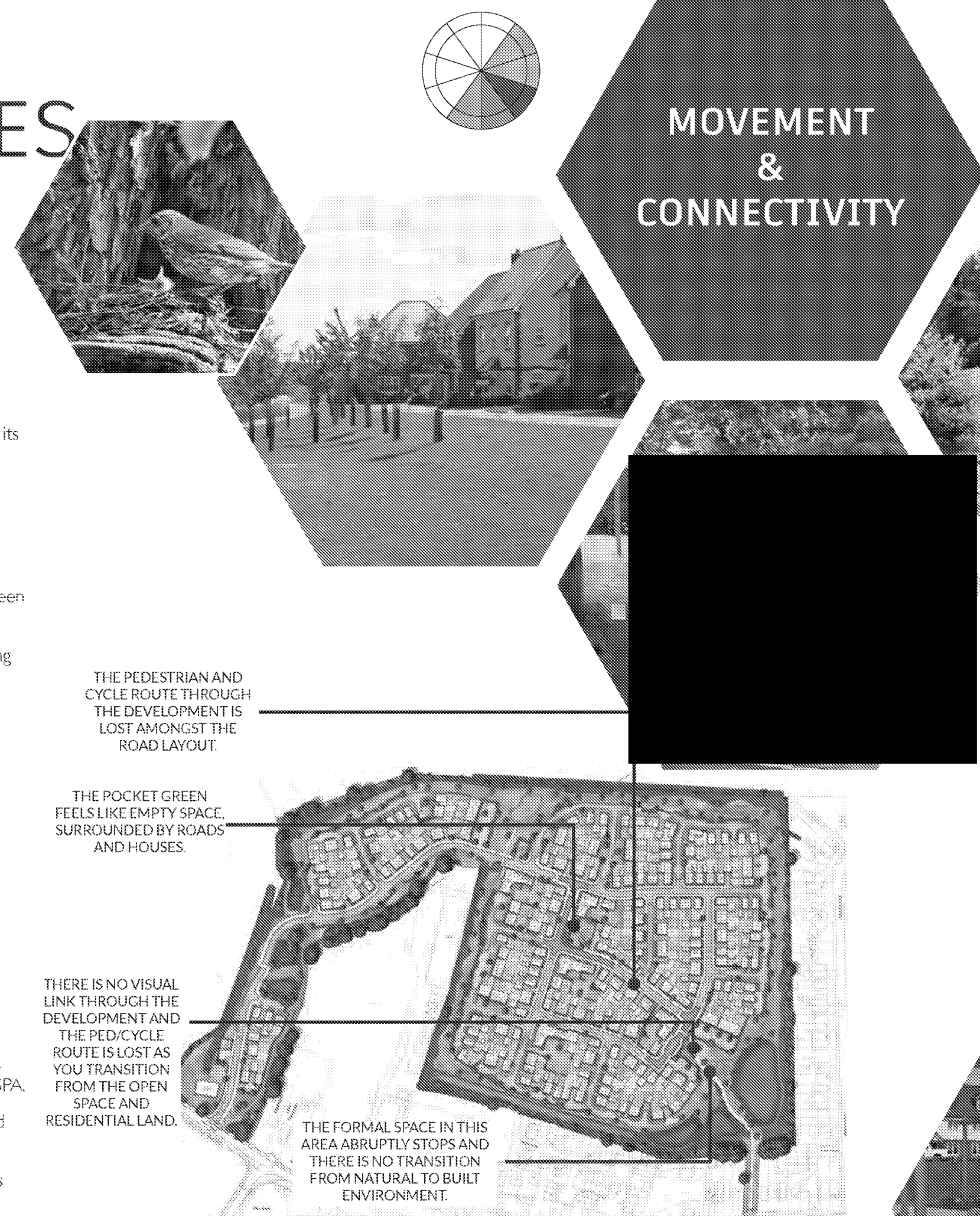


FIGURE 4.1: PREVIOUSLY SUBMITTED MASTERPLAN

THE 'DIAGONAL LINK' WILL FORM A GREEN AND BLUE CONNECTION THROUGH THE HEART OF THE DEVELOPMENT, PROMOTING SUSTAINABLE TRAVEL AND ECOLOGICAL ENHANCEMENTS

FUTURE PEDESTRIAN/ CYCLE LINKS COULD BE PROVIDED TO THE COUNTRYSIDE TO THE NORTH



FOCAL SQUARES & GREEN STREETS

LAND FOR SCOUT HUT & AMBULANCE STATION

POTENTIAL SCHOOL SITE

CS1

PERMEABLE GREEN TRANSITION FROM THE BUILT TO THE NATURAL

FOCAL SPACES AND CENTRAL GREENS TO CREATE A HEART TO THE COMMUNITY, WITH RECREATION AND GREEN AND BLUE INFRASTRUCTURE SEEN THROUGHOUT

CS2

CHILDREN'S PLAY SPACES

SWALES

CS4

CHILDREN'S PLAY SPACES

SWALES

CS5

CHILDREN'S PLAY SPACES

CS3

SECONDARY NODES WILL CREATE SMALLER FOCAL SPACES ALONG THE GREEN STREETS

BUILDING FRONTAGES SHOULD BE STAGGERED WITH VARIED SET BACKS TO FRAME THE 'DIAGONAL LINK' THROUGH THE DEVELOPMENT

CHILDREN'S PLAY SPACES

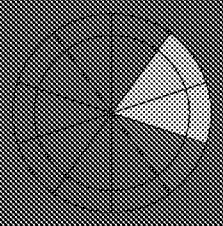
SUDS

SUDS

SUDS

GREEN STREETS WILL CONNECT THE RESIDENTIAL AREAS TO THE CENTRAL GREEN SPACES, 'DIAGONAL LINK' AND SURROUNDING OPEN SPACES

FIGURE 4.2: STRATEGIC VISION OVERLAID ONTO THE PREVIOUSLY SUBMITTED MASTERPLAN



URBAN FRAMEWORK

URBAN FORM

4.4 Buildings and streets will vary in their form and design to respond to the need to create variation in character. Development fronting the main street will have a tighter grain and be more dense whereas the streets to the green edges and west of the site are to be more irregular.

4.5 The urban form should seek to respond to the existing context and landscape setting in terms of block structure as well as the development.

BLOCK STRUCTURE

4.6 The design and form of the block structure will respond to the topography of the site. The proposed framework should comprise of well-defined links, streets, building forms and the landscape design.

ROAD ALIGNMENT

4.7 The proposed road alignment will seek to deliver a range of routes through the development creating a sequence of linked streets and spaces, that ultimately connect to the key uses of the site, following desire lines.

HIERARCHY

4.8 The proposed road network is to be legible with a wider road connecting to the potential school or care home or additional residential area (6.0m) that should be slightly narrowed to (5.5m) serving the area east of the school. This will help to create a less road dominated environment. This hierarchy will be further reinforced with hard and soft landscaping proposals, as well as architecture.

ENCLOSURE

4.9 All streets and spaces will be enclosed by development and respond to the variation in character, regardless of development form.

PRIVACY

4.10 All back to back distances will be 21m or more throughout the development with 14m used where development backs side on to an adjacent dwelling. A mix of walls and fencing will enclose private amenity areas.

VISTA

4.11 All internal vistas within the site should seek to terminate on built form frontage, proposed landscaping or the existing landscape beyond. The focal spaces within the development are to be strategically placed to create a legible environment that is also supported by strong frontage and landscaping.

FRONTAGES

4.12 All streets, spaces and courtyard areas are to be overlooked by development. No blank gables should be proposed where development addresses the street or notable corners.

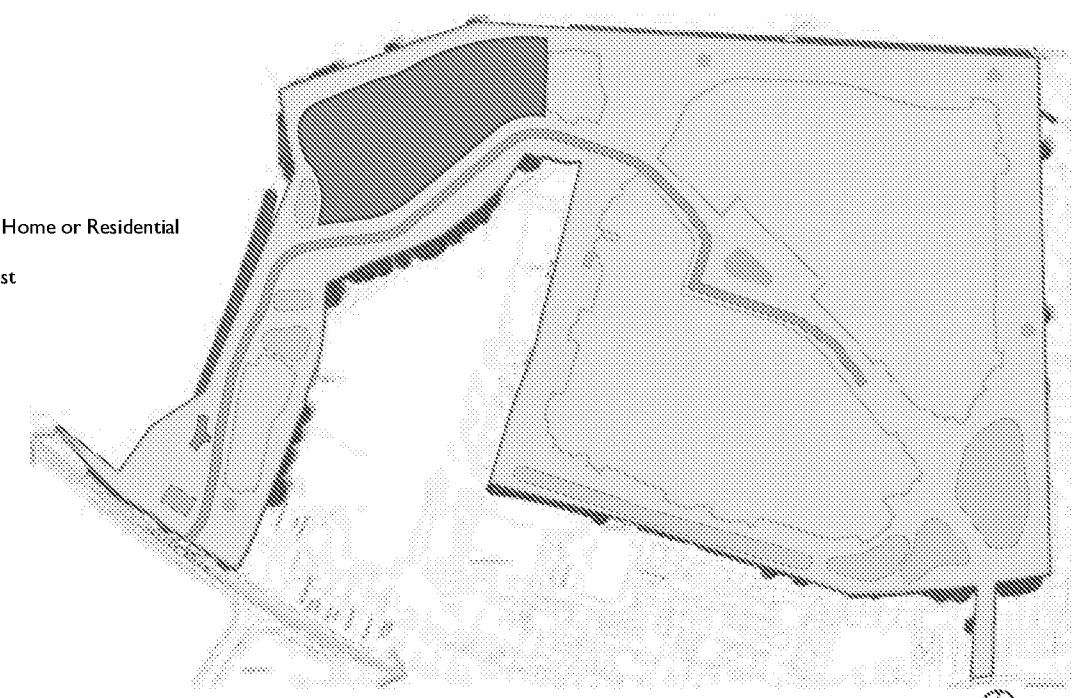
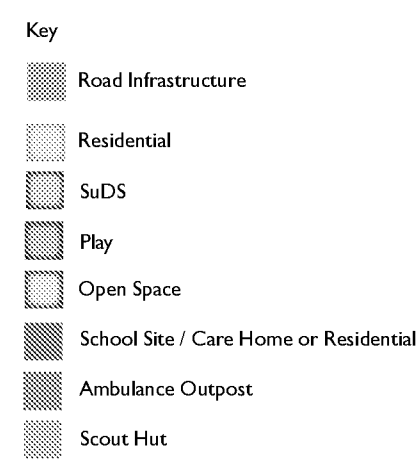


FIGURE 4.3: LAND USE PLAN

LAND USE

4.13 The site can deliver up to 280 dwellings of mixed types and tenure to respond to the local housing need and policy. The Design Code retains flexibility for a new 1 Form Entry primary school or care home to be delivered at the site and the final option will be subject to future Reserved Matters Applications. In addition a range of open space will be provided as well as land for a scout hut and ambulance outpost as per the outline planning permission and supported by Local Planning Policy. The Design Code does not seek to redesign the objectives of the outline approval, but work toward its objectives.

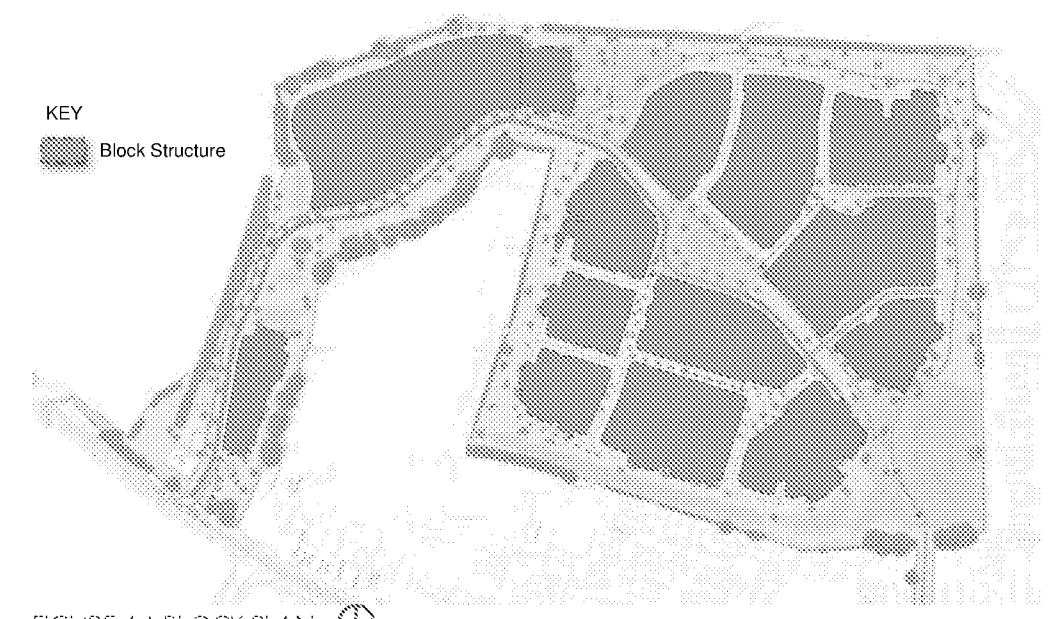
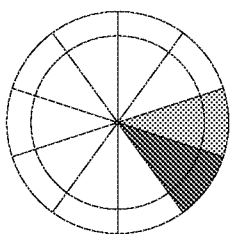


FIGURE 4.4: BLOCK PLAN

FIGURE 4.5: URBAN FRAMEWORK PLAN 



BUILDING HEIGHTS & KEY BUILDINGS.

4.14 Generally all the buildings are to be up to 2 storeys with up to 3 storeys permissible along the central part of the site to reinforce this key link/ space.

4.15 The principal street and open space will be the emphasis for taller building elements to assist legibility and to create a sense of enclosure.

- KEY
- Upto 2 Storey Buildings
 - Upto 3 Storey Buildings
 - Focal Buildings

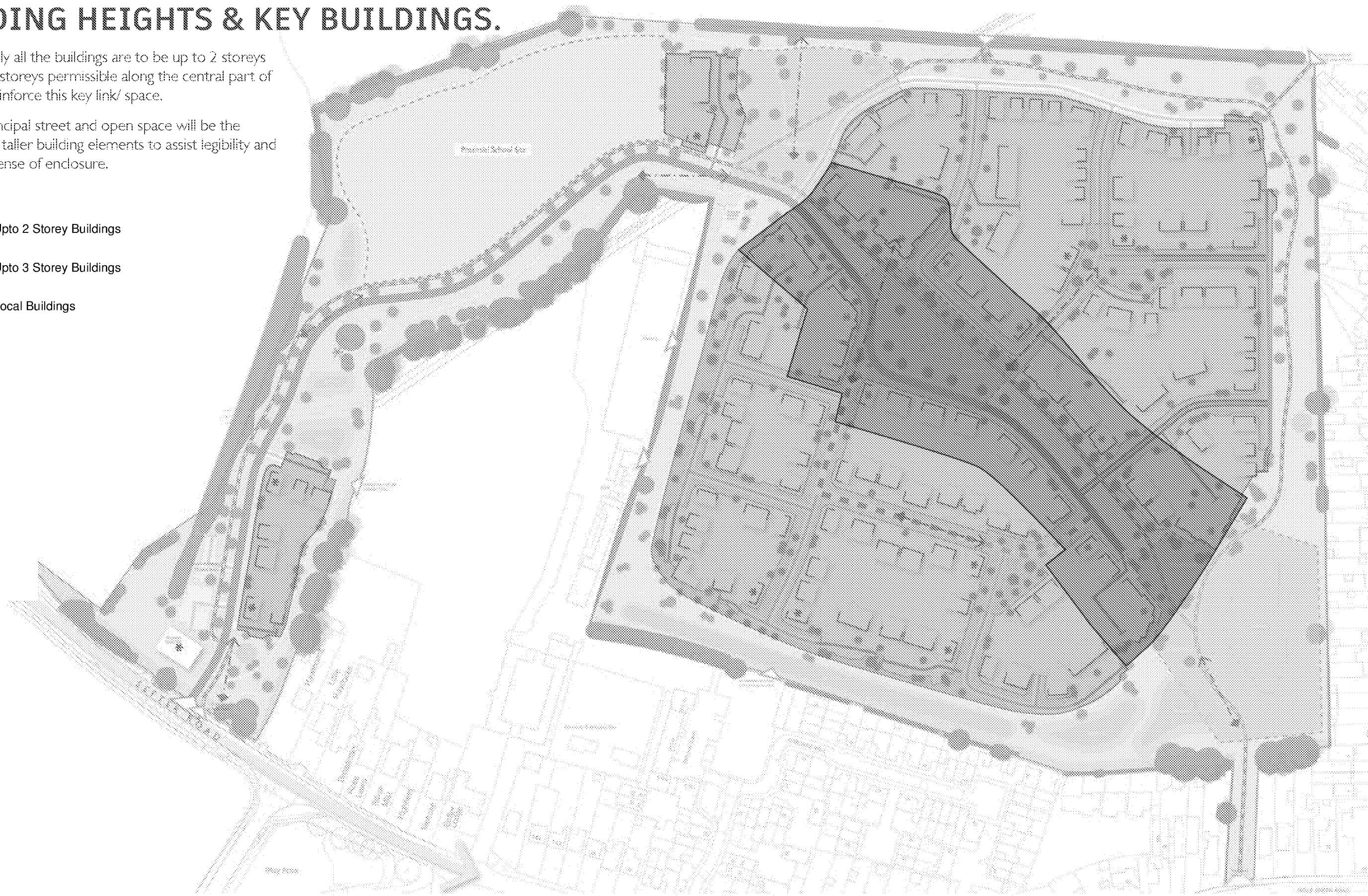


FIGURE 4.6: BUILDING HEIGHTS PLAN

