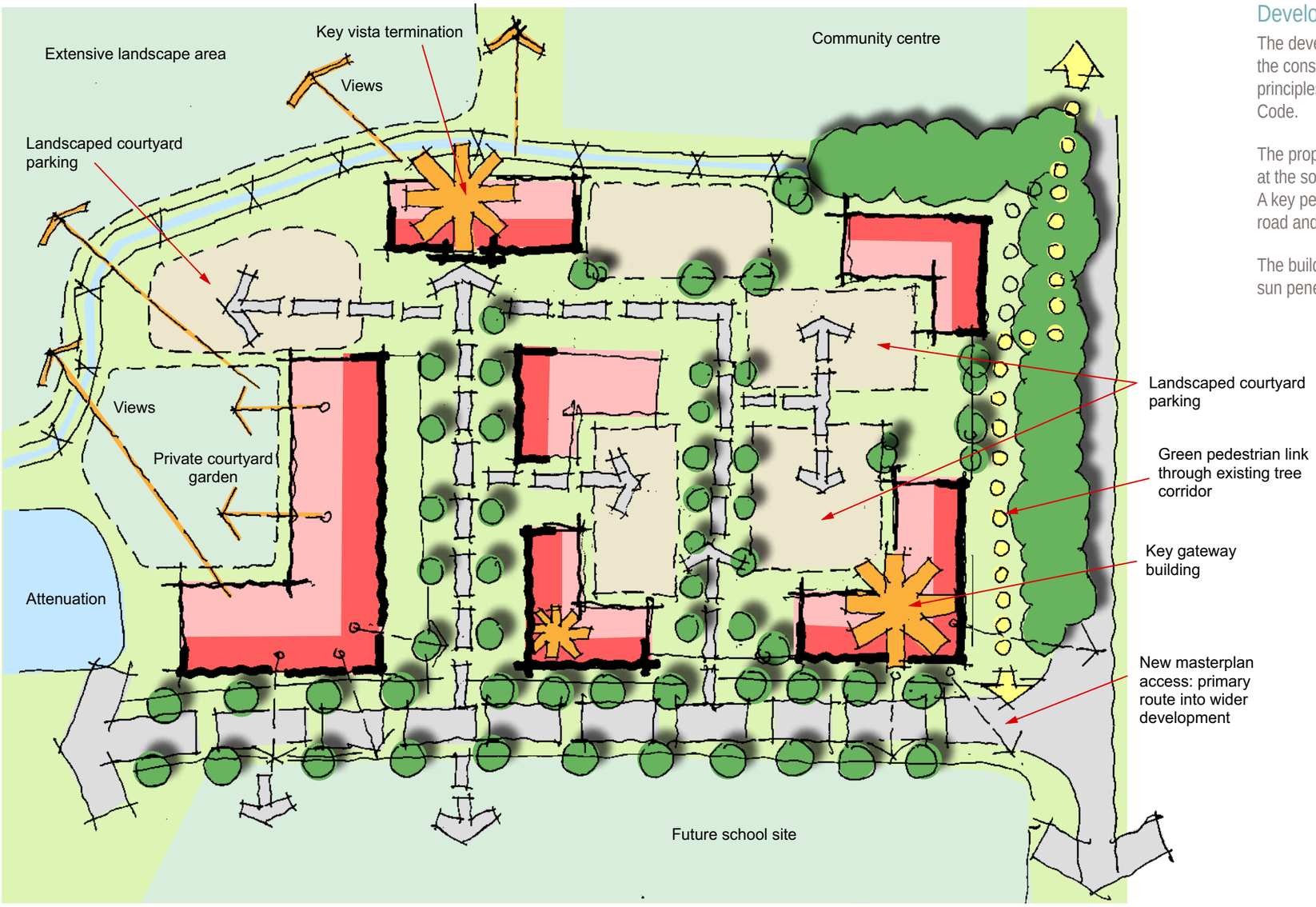
03

PROPOSAL

3.1 DESIGN EVOLUTION



Development Framework

The development concept has been built around the constraints and opportunities of the site and the principles set out in the Outline Application and Design Code.

The proposed primary vehicular access to the site is off at the south-east site boundary as previously approved. A key pedestrian route runs parallel to the main spine road and through the site,

The buildings have been oriented to maximise views sun penetration and permeability across the site.

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Revised Concept

A Pre-Application meeting was held via Teams on the 18th of August.

The key comments raised were as follows:

- Prioritise pedestrian circulation
- Include practical public open space which reflect desire lines
- Reinforce north-south and east west links throughout the site
- Include balconies to flats

Response

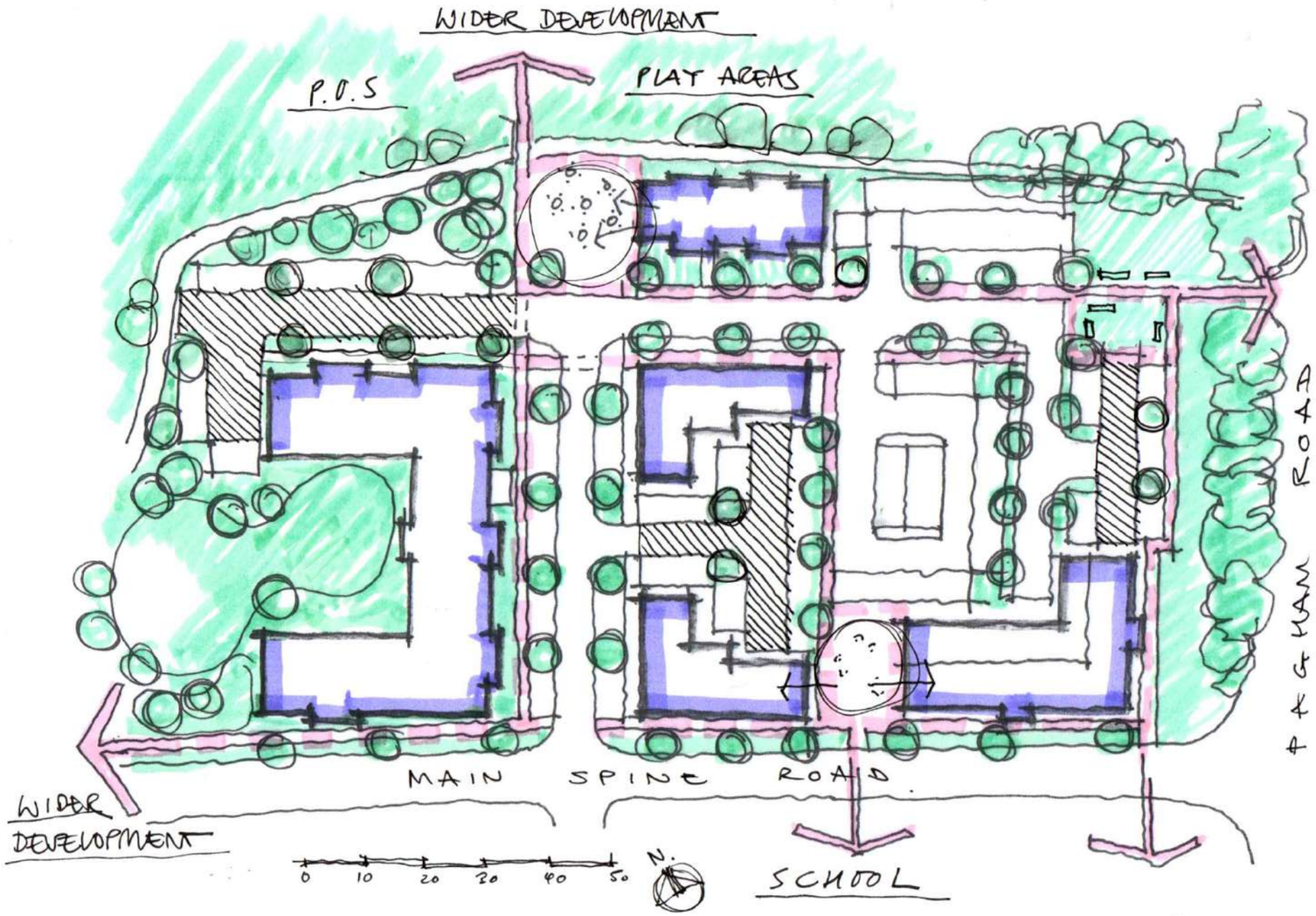
Pedestrian movement across the site is given priority with the introduction of two strong boulevard style public footpaths that run across the main north-south and east-west axis.

These footpaths are connected by a series of shared open spaces that link the site to the surrounding area and the wider landscape.

The existing vegetation and trees on Pagham Road provide opportunity for a focal point green node, acting as an 'external room' for public use.

This green space marks the pedestrian entrance to the east-west link and represents the main connection to public transport.

Another outdoor public space hinges the east-west and north-south links, guiding the pedestrian flow towards the POS to the north of the site.



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3.2 FURTHER CONSULTATION

As well as the initial pre-application consultation further discussions and meetings were held with David Easton of Arun District Council Planning to review specific details, private balcony provision and aesthetics and those comments were incorporated into the revised proposals.

Consultation via a teams call was also held with Pagham Parish Council on 23rd October 2021 to discuss the proposals.

The general layout and appearance of the scheme was generally well received although there were a few detail queries including ensuring the main spine road was sufficiently wide (7.3m) and internal roads within the local centre should also be generous and recommended 6m width, all of which have been incorporated.

The connections to the wider scheme and surrounding area were also seen to be very important and the strong connectivity and pedestrian links shown on the site plan were welcomed

3.3 ADHERENCE TO DESIGN CODE

The proposals have been carefully developed to follow the guidance and principles set out in the agreed Design code for the site.

Some of the key aspects that have informed the proposed layout include:-

- The local centre is to be designed to promote connectivity with existing communities as well as the wider residential development, future school site and surrounding amenity areas
- Strong pedestrian routes to be set out throughout the local centre that are legible and prioritize pedestrians over car users
- Clear hierarchy of street to be defined with the primary entrance leading onto a main boulevard and secondary courtyards accessed off this spine.
- The development to be designed to create a strong sense of place with high quality public realm spaces integrated in key areas to allow people to meet, socialize and interact.

These have directly informed the layout and added to the quality of the local centre by integrating it with the wider development as well as ensuring good permeability and connections to the surrounding areas. The prioritization of pedestrian and cycle users will help to encourage sustainable modes of transport and the distribution of public plaza areas will provide quality spaces for people to interact.

The proposed layout also follows the guidance in terms of width and character of roads with landscape buffers and setbacks as well as high-quality frontages creating attractive streets and defined public realm space to encourage social interaction. The commercial frontages have been designed to add to the strong streetscenes and zones for controlled signage have been built into the façades.

The design of the buildings themselves have been carefully informed by the design code with traditional-style architecture to match with the rest of the development and the wider context of Pagham

The palette of materials closely follows the recommendations of the design code with red brick, red and brown clay tiles on pitched roof forms that are generally hipped with feature gables. Facades are further attenuated by different materials such as weatherboarding and tile hanging.

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3.4 PROPOSED LAYOUT

Total Commercial/Retail

BLOCK	E(a) sqm	E(b) sqm	E(a)/ E(c) sqm	E(c), E(e), E(f), F1(sqm)	TOT (sqm)
A	550				
B	230				
C			230		
D		50		600	
	780	50	230	600	
					1660

Total Flats

TYPE	N.	%
1B2P	2	10
2B4P	18	90
	20	100

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3.5 MASSING AND SCALE

The adjacent plan indicates the storey heights of the buildings within the development.

The development has been carefully designed to sit comfortably within its setting and provide a focus on buildings for the local community.

The proposed buildings are predominantly two and three storey with the highest blocks reinforcing the streetscape onto the spine road while the lower blocks step down to blend with the wider landscape and allow long views from within the site.

The proposed massing is considered appropriate for the context of surrounding development and accords with the principles established as part of the Outline planning permission and Design Code.

Key

- 1 Storey
- 2 Storey
- 3 Storey

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3.6 PROPOSED USES

The adjacent plan shows how the different uses are distributed across the site.

Key

- C3 Flats at upper levels
- C2 Residential Care Home
- Outline of E(a) at GF level
- Outline of E(c), E(e), E(f), F1 at FF level
- Outline of E(a)/ E(c) at GF level
- E(c), E(e), E(f), F1 at GF level
- E(b) Cafe at GF level

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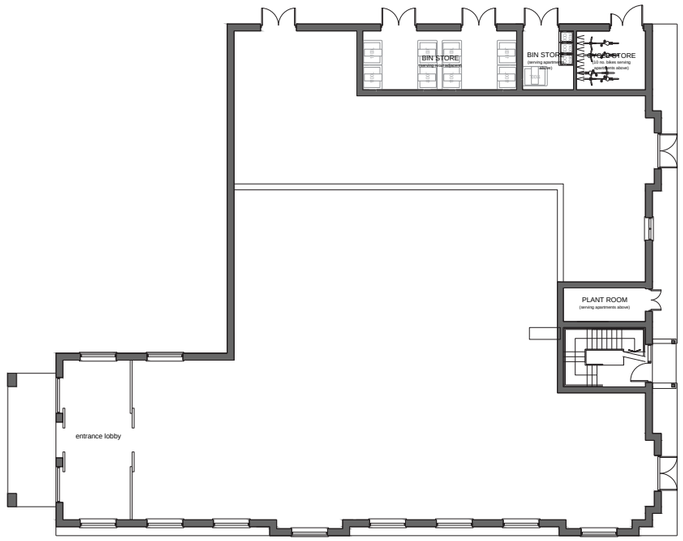
3.7 DESIGN - BLOCK A

This unit has retail at ground floor and 2 storeys of residential apartments above, and is located on the south east corner of the local centre.

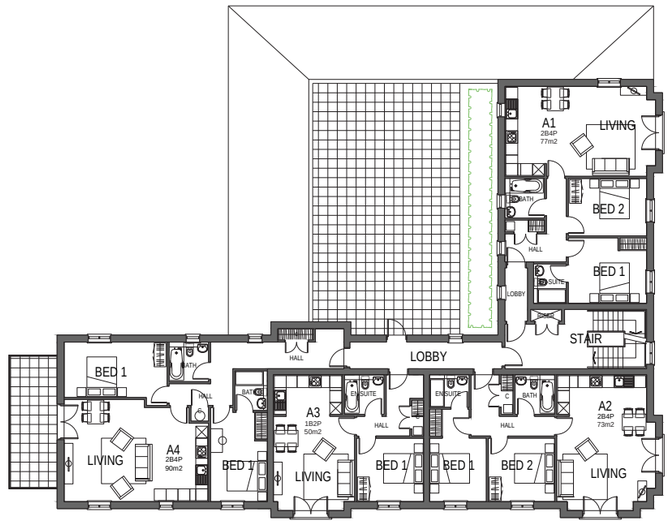
The 550m2 retail unit has prime frontage along the spine road and onto the public plaza area to the west, where the entrance is located adjacent to the parking. The servicing of this unit is via a designated access bay to the north.

There are 8no. apartments above with 3no. 2-bed units and 1no. 1-bed units on each floor. The sizes of all these apartments are in excess of the NDSS prescribed floor areas and all have access to private amenity space with a screened rooftop deck area at first floor.

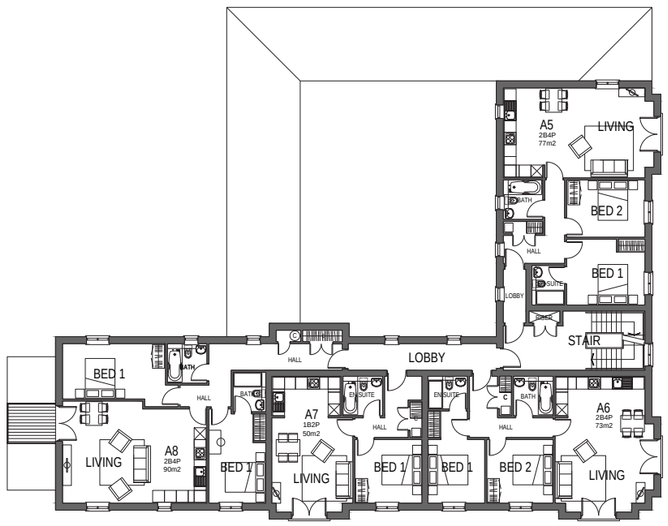
The entrance to the apartments is located on the Pagham road frontage and close to the private residential parking court, where secure bins and bike storage have also been incorporated.



GF Plan



FF Plan



SF Plan

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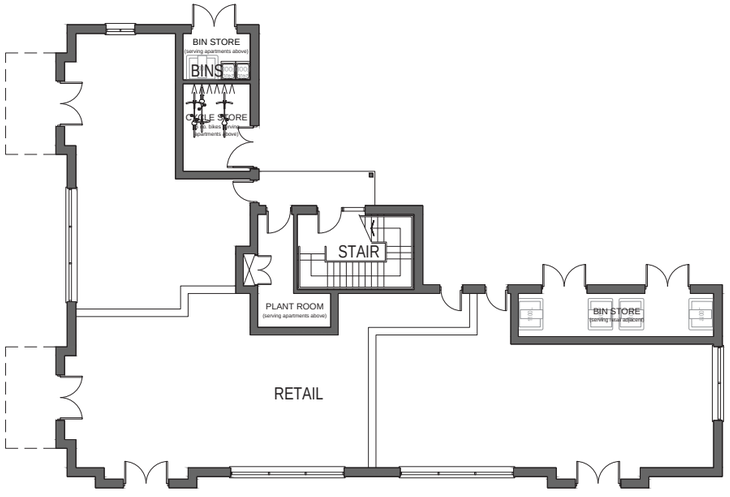
3.7 DESIGN - BLOCK B&C

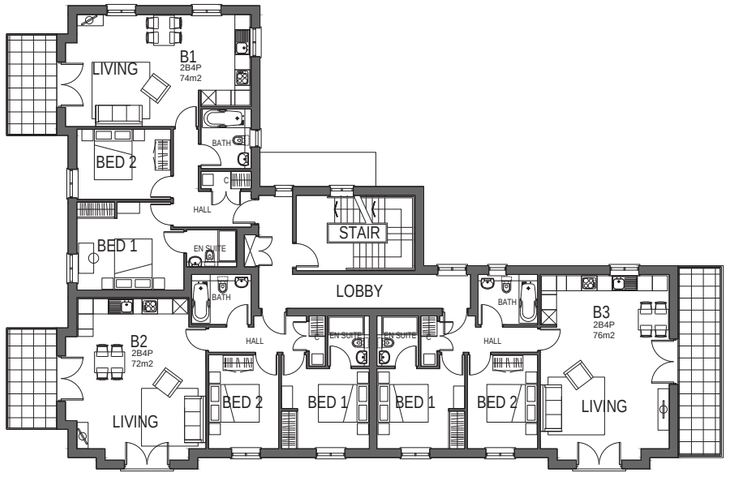
These units are the same design, but mirrored, and are located on the corners of the internal boulevard. Block B contins retail and Block C contains retail/commercial units at ground floor and 2 storeys of residential apartments above. The units have prime frontage on two sides to give activity and definition to the main streets and the 230m2 retail space could be sub divided into smaller units if required, all with service access from the rear where there is a designated delivery bay and integrated refuse areas.

There are 6no. apartments in each block above the retail with 3no. 2-bed units on each floor. The sizes of all these apartments are in excess of the NDSS prescribed floor areas and all have private balcony space (min 3m2 each).

The entrance to the apartments is located on the sides and accessed off the private residential parking court, where secure bins and bike storage have also been incorporated.



GF Plan



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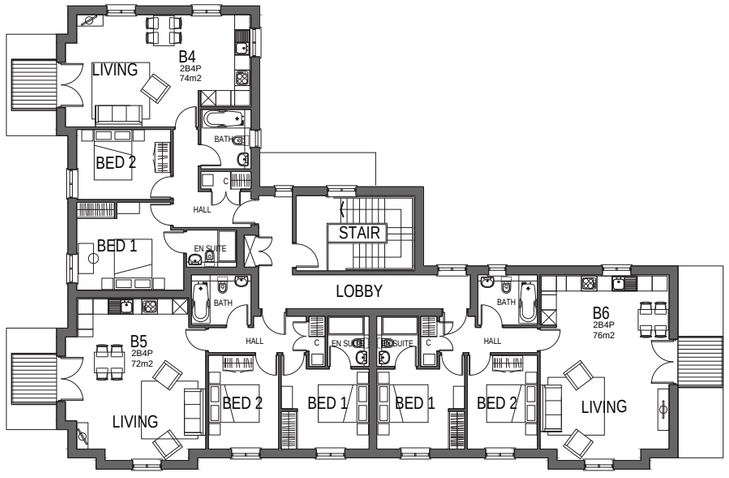


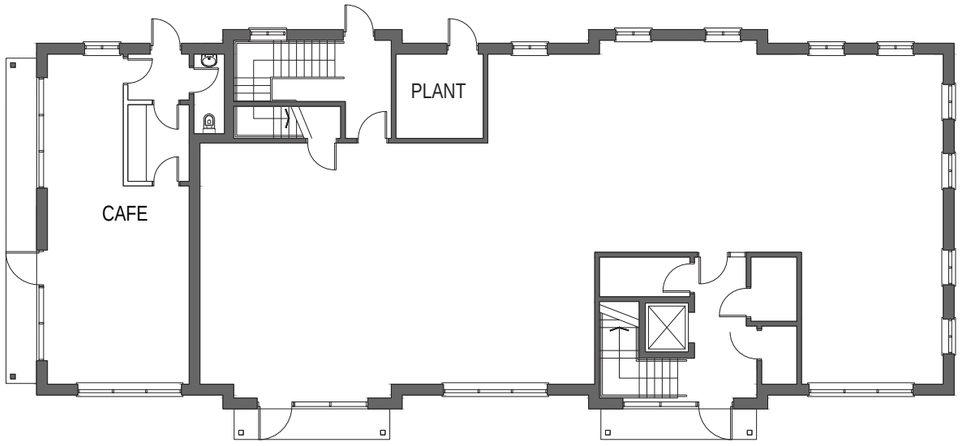
SF Plan

ARUN DISTRICT COUNCIL P/158/21/RES

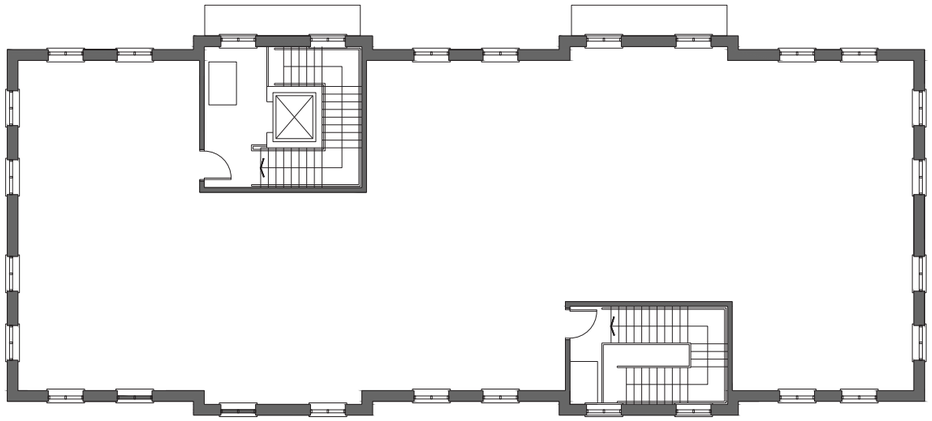
3.7 DESIGN - BLOCK D

This is designed as a flexible community building with a 50m2 café incorporated on the end of the ground floor facing onto the public plaza and external seating area. The other main frontage is to the south where the public entrance to the community space is located.

The unit is 2 storey and the floor plan has been designed to enable it to be subdivided as necessary with two cores for access and means of escape. The servicing of this would be from the eastern end where bins and parking has been provided.



GF Plan



FF Plan

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3.7 DESIGN - BLOCK E CARE HOME

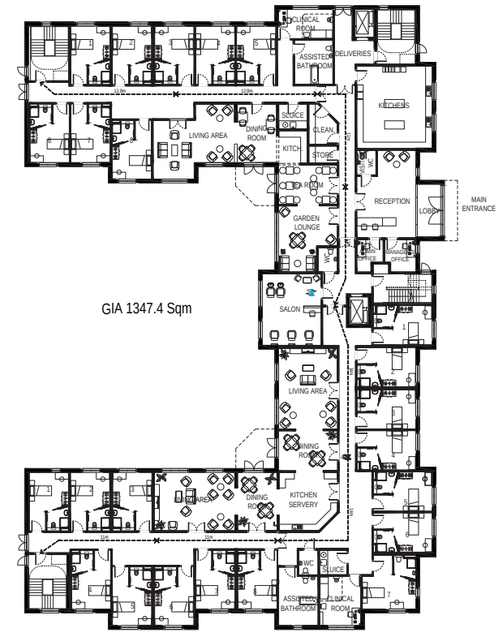
The 70 bed care home is located to the western side of the local centre and faces both the spine road and internal boulevard with generous landscaped frontages.

The care home is generally arranged over three floors but steps down to 2 floors along the northern wing.

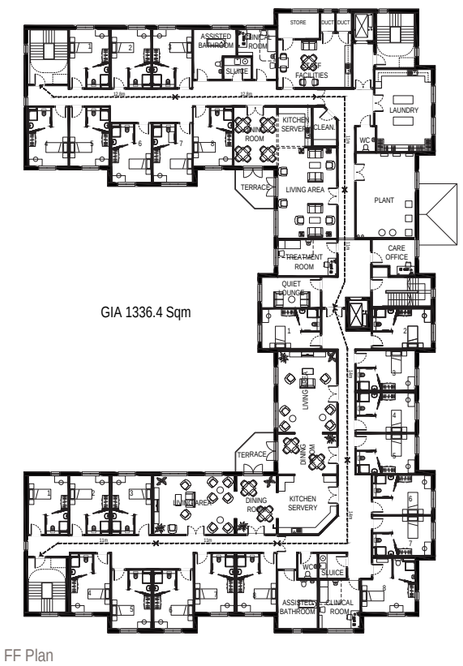
The ground floor incorporates the main entrance areas with accesses both to the north for parking / servicing and ambulance bay as well as another linked entrance onto the boulevard

The accommodation includes reception, catering, lounge, support and admin spaces as well as 70 high quality en-suite care rooms, which are arranged in clusters around communal lounge areas

The external areas include the necessary parking, refuse and service spaces as well as high quality landscape grounds.



GF Plan



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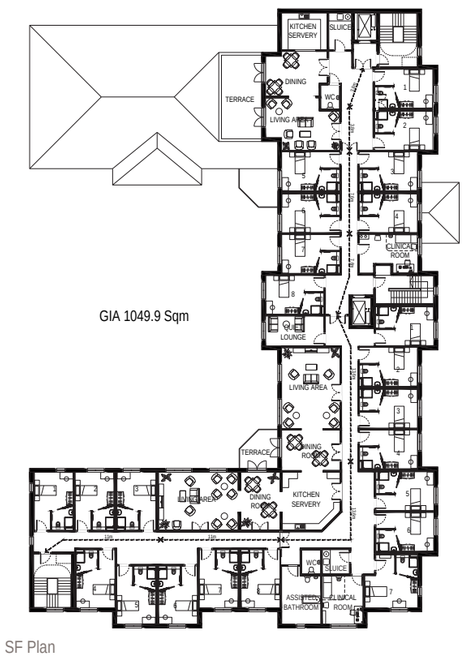

SF Plan

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3.8 APPEARANCE AND MATERIALS

When developing these proposals we have followed the specific design code that has been agreed for this site. The general approach has been to use vernacular design, materials and details that have been identified and agreed as being appropriate. This includes traditional roof forms with hipped ends and prominent gables on key features.

The palette of materials includes red and brindle brick types with some areas of weatherboarding and render to add articulation and balance to the elevations. The roofs are combination of red and brown clay tiles to add some variation in accordance with the design code.

The detailing is traditional in approach with timber casement windows, expressed lintels and sills along with high quality shop fronts with built-in signage zones. Balconies have also been incorporated for the apartments in blocks A,B and C.

Block A Elevations

Block B Elevations

Block C Elevations

Street Elevation

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3.8 APPEARANCE AND MATERIALS

Block D Elevations

Block E Elevations

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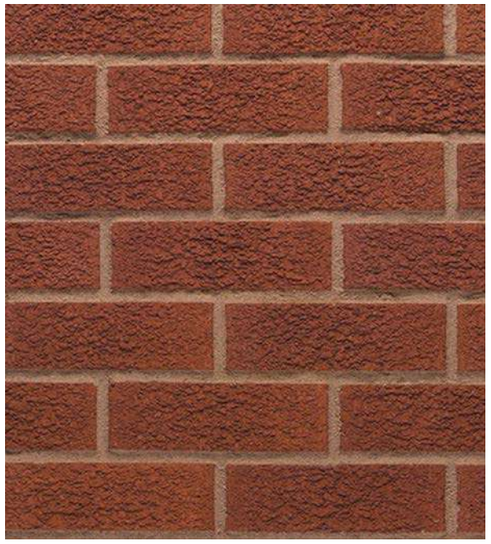
3.8 APPEARANCE AND MATERIALS

Stone walls

Examples of white, grey and brown Hardieplank cladding



Examples of red brick

Tiled cladding

Examples of red (top) and brown (bottom) clay roofing tiles

Examples of traditional storefronts

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3.9 ARTIST IMPRESSIONS OF PROPOSALS

Bird Eye View

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3.9 ARTIST IMPRESSIONS OF PROPOSALS

View looking towards block A and B from the Spine road

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3.9 ARTIST IMPRESSIONS OF PROPOSALS

View Across the Public Open Space from the Spine Road looking towards Block A

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3.9 ARTIST IMPRESSIONS OF PROPOSALS

View across the Public Open Space from the Spine Road looking towards block B

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3.9 ARTIST IMPRESSIONS OF PROPOSALS

View looking towards block B and C from the Spine Road

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3.9 ARTIST IMPRESSIONS OF PROPOSALS

View towards block C and B from North West

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3.9 ARTIST IMPRESSIONS OF PROPOSALS

View across the cafe looking towards block D and C from North West

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3.9 ARTIST IMPRESSIONS OF PROPOSALS

View across the West East pedestrian link from West

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3.10 LANDSCAPING STRATEGY

The landscape strategy for the site has derived from the wider design code to ensure a holistic vision for Pagham which delivers a strong sense of place.

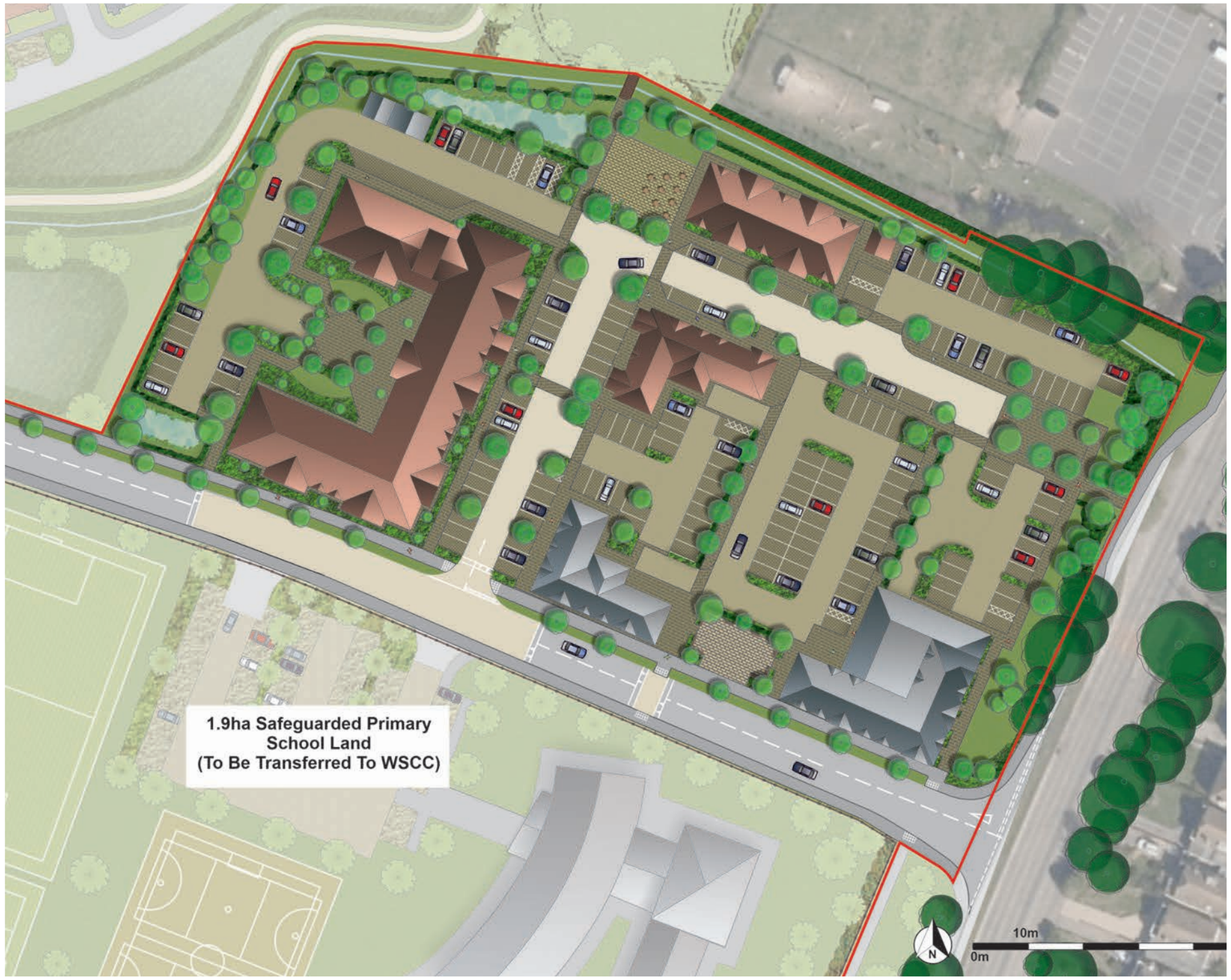
The key objectives of the landscape strategy are to:

Retain and enhance existing boundary treatments - The existing boundary along Pagham Road has been enhanced with native species to increase connectivity, biodiversity and longevity. To the north and west of the site the existing ditch has also been retained, in line with the wider drainage strategy, and additional native tree and hedgerow planting along these boundaries will also promote wildlife and biodiversity benefits around the site.

- Ensure a clear movement hierarchy – The proposals have been designed to provide a safe and attractive environment with clear pedestrian and vehicle routes. The semi-natural landscaped buffer along the eastern boundary with Pagham Road ensures good, safe pedestrian connectivity with the wider area, whilst movement into the site from the main spine road is clearly defined through the use of high-quality paving and tree lined paths.

- Create a Sense of Place – Diverse and high-quality tree planting of an appropriate scale compliments the architectural narrative and provides seasonal interest across the site. Multifunctional public spaces are located close to key buildings and are clearly defined by landscaping to create safe and relaxed environments with natural surveillance. Opportunities for views out of the site, in particular to the north and northwest, have also been considered to provide an attractive landscape setting with connections to the wider landscape.

- Deliver environmental benefits – Tree species and wildflower mixes within the site have been selected to capture carbon and provide key pollinating species for insects and birds to promote biodiversity.



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3.11 ACCESS AND HIGHWAYS

Access and Movement

The Reserved Matters application for the local centre is supported by a Transport Statement (2152/TS01) produced by Highgate Transportation.

All the roads within the Pagham South development are subject to a 20mph speed restriction and will have a system of street lighting.

As part of P/140/16/OUT, the site access junction with Pagham Road that serves the northern half of the development has been approved under a Section 278 agreement with WSCC. From this junction a 7.3 metre wide spine road with 2.0 metre wide footways on both side of the carriageway will serve the development, including the local centre and proposed primary school. The first 250 metres of the spine road forms part of this Reserved Matters application and is shown on plan HTp/2152/07/C.

The spine road proposals comprise:

i. A raised table that includes the junction with the local centre and school

ii. Uncontrolled pedestrian crossing at the junction with Pagham Road

iii. Raised uncontrolled pedestrian crossings of the Spine Road, including tactile paving:

• between the access to the local centre and the junction with Pagham Road.

• to the west of the local centre access

iv. Visibility splays of 2.4 x 25 metres at the junction with the local centre.

Local centre and care home

The local centre has been designed with a high level pedestrian and cycle connectivity with the surrounding area.

The local centre will have one vehicular access from the spine road which leads to a 6.0 metre wide road with separate footways which serves the care home, commercial and residential uses together with associated car and cycle parking. Parking courtyards are provided for the flats and care home.

Car parking

There are separate car parking areas provided for the commercial uses, the care home and flats. Signage will be provided to delineate the areas of car parking for use by the flats and the care home. Car parking is provided in accordance with Arun District Council's standards:

i. 102 spaces to support the 1,660sqm of commercial use

ii. 25 spaces to support the 70 bed care home

iii. 44 spaces (including 4 visitor spaces) to support the 20 flats

iv. Active electric vehicle charging provided at 20% of spaces for all of the uses spread throughout the site with all other bays receiving passive provision to assist with future installation as the uptake of electric vehicles increases

v. Disabled car parking will be provided at 5% of spaces for all of the uses. These are located close to building entrances

Cycle parking

All cycle parking areas will be appropriately lit in the interests of personal safety and for the operation of locks during hours of darkness. The cycle stores will be clearly signed and all long stay cycle parking will be located within a weatherproof store or under a weather resistant canopy. Cycle parking is provided in accordance with Arun District Council's standards:

i. Parking for 38 cycles to support the 1,660sqm of commercial use

ii. Parking for at least 13 cycles to support the 70 bed care home

iii. Parking for 22 cycles to support the 20 flats

Servicing

A Service Vehicle Management Plan will be secured by means of a planning condition. The Service Vehicle Management Plan will include details of:

i. A method of scheduling deliveries and refuse collections between any shared service yards to avoid vehicles servicing from inappropriate locations or waiting and obstructing the free flow of traffic. This will also include the start and end of servicing windows.

ii. The procedure if a vehicle is significantly delayed enroute to ensure vehicles avoid servicing from inappropriate locations or waiting and obstructing the free flow of traffic.

iii. The routing of service vehicles through the local area.

iv. Details of good driver etiquette to minimise noise such as keeping engine revs at a minimum, turning off all non-essential lights and the radio during servicing and turning off refrigeration units and APUs during servicing.

v. Details of when a banksperson or pedestrian marshal is required.

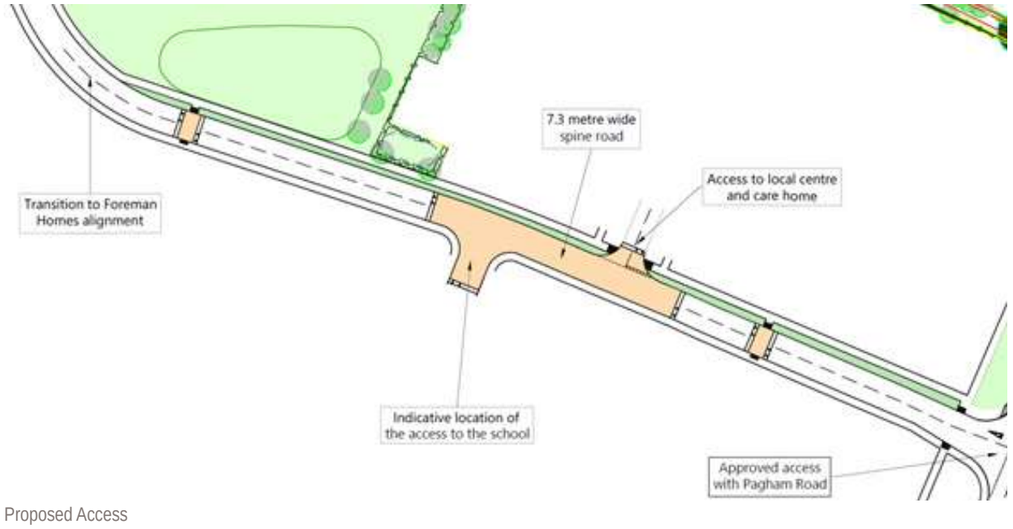
Given the type and size of uses proposed for the local centre, it is considered that any operator would not wish to utilise an articulated vehicle and therefore the Service Vehicle Management Plan will limit the size of service vehicles to 11.0 metres in length and prohibit articulated vehicles.

Swept path analysis of an 11.0 metre long refuse collection is provided within the Transport Statement. This vehicle is the largest expected to service the site with rigid delivery vehicles and standard fire tenders typically being around 10 metres long or shorter. The swept path analysis demonstrates that the site can be serviced by such a design vehicle.

Refuse collection

Separate refuse stores for commercial and residential waste will be provided within each block.

It is proposed the collection of all refuse and recycling from the local centre will be undertaken by private contractor.



Proposed Access

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3.12 DRAINAGE

Flood Risk

According to the Environmental Agency Flood map for Planning service, the site is currently located within Flood Zone 1. This means that there is a low probability of river or sea flooding. Figure 4 below illustrates the flood zone map.

Foul Water Management

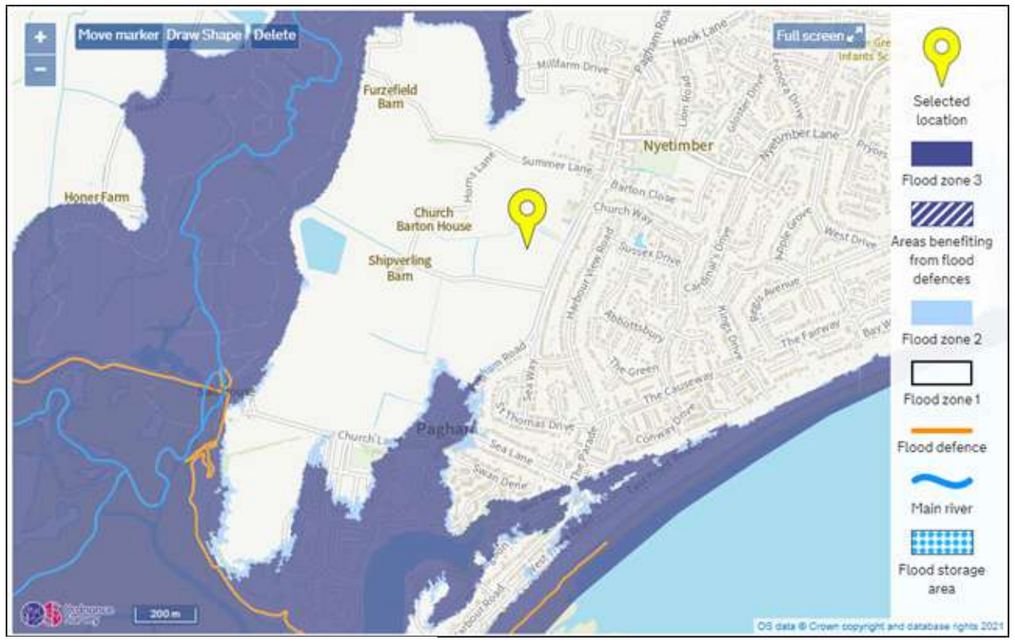
The foul strategy outlines how conditions 13 & 14 of the Outline Application can be resolved:

13 - Before the development hereby permitted is commenced, details of a proposed foul drainage system shall be submitted to and approved in writing by the Local Planning Authority (including details of its siting, design and subsequent management/ maintenance, if appropriate) and no dwelling shall be occupied until works for the disposal of sewage have been fully implemented in accordance with the approved details.

14 - Occupation of the development is to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate waste water network capacity is available to adequately drain the development.

SOURCE	LEVEL OF RISK
Surface water	Very Low
River and sea	Very Low
Reservoirs	Very Low

Level of risks of each source



Environment Agency Flood Zone Map

The Local Sewerage Undertaker is Southern water with the nearest treatment works being Pagham Treatment Works. Through consultation with Southern Water, the development will be timed to align with the upgrades to the Treatment Works and the connection to the public sewer timed to align with this.

Foul Flows will be connected via a gravity connection to the site wide drainage network which culminates in a Foul Water Pumping station. The rising main for the pumping station will then connect to the Public Foul Sewer network at MH SZ89980302 in line with the consultations with Southern Water.

Surface water management

In line with the drainage hierarchy and the requirements of Arun District's Local Plan, surface water will be discharged to the nearby watercourse as soakaway's have been found to be unsuitable. The proposed offsite flow will be restricted to the Qbar greenfield flow rate (5.1/s) in line with the Outline Planning approval as set out in the Flood Risk Assessment & Drainage Strategy (AMc/16/0708/5415 Rev C). The total estimated required storage required to attenuate down to this flow rate for the 1 in 100yr + 40% event is 812 m3 (Table 3) is calculated in MicroDrainage – Source Control.

- Surface water will be managed through permeable paving and shallow ponds.
- Amenity and Biodiversity benefits are realised through the introduction of the proposed shallow ponds
- The proposed flow restriction that will be discharging at the Qbar greenfield run off rate which is 5.1l/s .
- The whole site will provide 855m3 of storage which caters for the 1 in 100 yr. + 40 % event
- The underlying soils present at the Application Site suggest they are unsuitable for soakaways due to the groundwater levels.

With the above in consideration, the Proposed Development would therefore contribute to a reduction in flood risk associated with the exceedance of the local ditch network within the vicinity of the Application Site, by providing a significant reduction in peak discharge rates and avoiding an increase in total runoff volume.

CATCHMENT	PROPOSED RUN OFF RATE (L/S)	PROPOSED STORAGE ESTIMATE 1 IN 100 YR + 40% CC
A	1.65	161 - 229
B	3.45	410 - 580
Total	**5.1**	**574 – 812**

Proposed Flow Rate and and Catchment split

ITEM	DESCRIPTION	PROVIDED STORAGE VOLUME m^3
Catchment A		
Permeable paths/roads	450mm depth of storage Stones with 30% voids	155
Pond (North)	$160m^2$ x 0.3m deep	56
Pond (South)	$75m^2$ x 0.3m deep	26
Sub Total		237
Catchment B		
Permeable paths/roads	450mm depth of storage Stones with 30% voids	618
Total		**855**
Total required		**812**
Extra storage provided		**43**

Proposed storage methods

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3.13 ACCESSIBILITY

The scheme has been designed to provide excellent accessibility for all. This includes prioritising pedestrians with clear defined routes that give order and legibility to the layout as well as high quality areas where people can pause, sit, meet and socialise.

These routes link to the wider development and surrounding areas to ensure the local centre is fully integrated and accessible.

In terms of disabled access there is a high level of disabled parking bays distributed across the layout and all routes are generally wide and flat.

Thresholds will be designed to meet building regulations and the design will generally follow accepted DDA recommendations with powered access doors to community entrances along with accessible toilets, lift and ambulant disabled staircases.

On the care home the level of provision for people with impaired mobility obviously increases even further with 2no. lifts giving access to all floors, accessible toilets throughout and internal layout and finishes generally designed to accord with RNIB, HAPPI and DDA guidance and best practice.

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3.14 SUSTAINABILITY AND ENVIRONMENTAL DESIGN

Key Sustainability Checkpoints

Consideration will be given to ensure the efficiency of the building envelope by maximising construction technologies with low embodied energy materials and highly rated green guide materials as well as exploring options for efficient energy services.

Some of the elements which will be addressed are as follows:

- High standards of thermal insulation and air tightness
- Energy efficient light fittings throughout, both for internal and external lighting
- A rated energy efficient white goods where provided
- High efficient boilers for water and space heating
- Water efficient devices such as low flow taps and showers

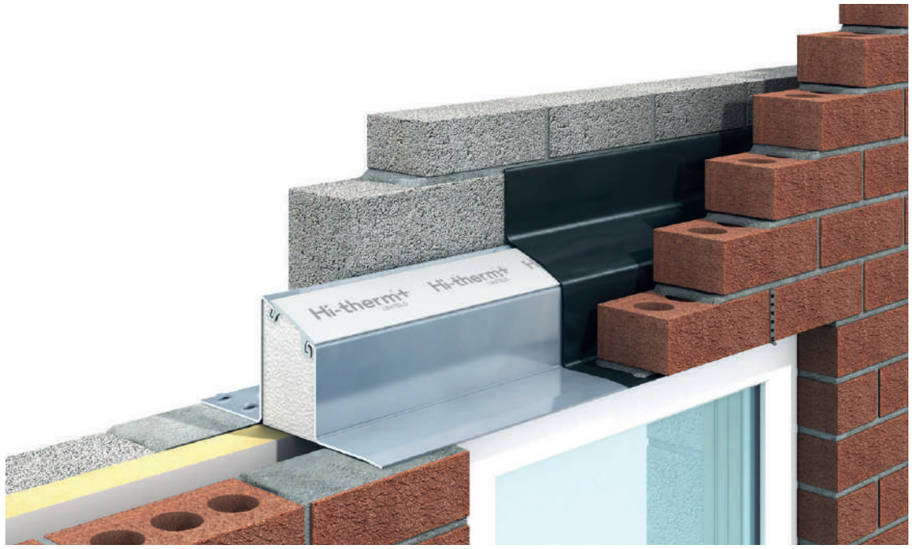
Ecology and Drainage

Surface water attenuation measures are proposed within the south-western and north-western parts of the site in the form of an attenuation feature.

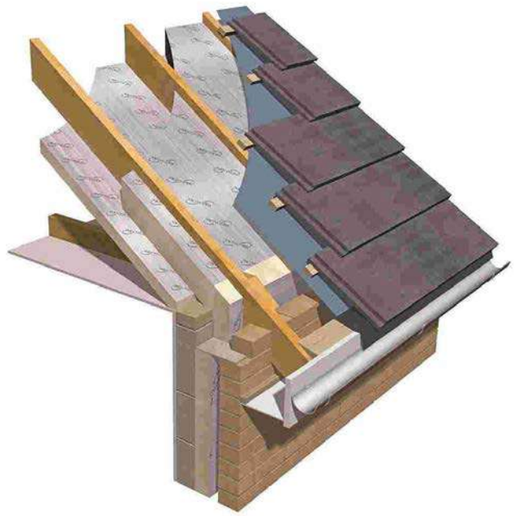
The proposed development aims to incorporate internal water conservation measures to reduce overall water usage. Water efficiency will be managed in the proposed development through the use of fittings with a low capacity or restricted flows, exceeding building regulation standards.

Urban Swales

Attenuation Pond



Fabric First Approach



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SUMMARY

4.1 CONCLUSION

The details outlined in this Design and Access Statement and shown on the accompanied drawings and reports demonstrate how this application has been carefully considered and refined through consultation to deliver a high quality and appropriate local centre.

The scheme follows the existing outline planning permission as well as adhering to the principles set out in the agreed Design Code for the development.

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