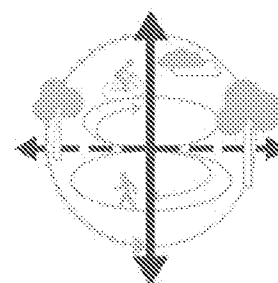


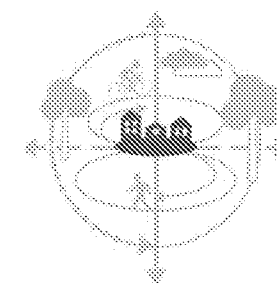
...Embeds loops of activity and landscapes in everyday life through...

- Providing slower loops for wildlife and nature connections;
- Encouraging exploration with circuitous, indirect and winding routes;
- Looping green landscapes throughout new neighbourhoods;
- Linking neighbourhoods together with leisure trails and active travel loops; and
- Local routes which bring social life together and provide opportunities to meet.



...Delivers strategic links through...

- Providing direct connections through the realigned A29, East-West link and strategic cycle connections;
- Active and aligned travel, bringing movement to and through the site;
- Designed around sustainable movement and that makes active travel easy; and
- Clear sight lines and vistas.



...Offers sustainable living with a strong community spirit through...

- Delivering a significant number of homes to fulfil local needs, including affordable and homes for the elderly;
- Providing an intensity of activity within the neighbourhood centre, and a mix of uses and places to meet and socialise;
- Cultivating community spirit through mini neighbourhood hubs;
- Connecting and linking routes leading to the Neighbourhood Centre; and
- Encouraging living life outdoors, combining tranquillity with vibrancy.

4. The Vision

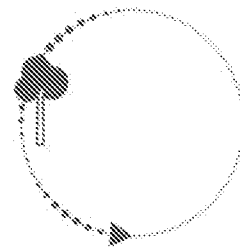
4.1 Layout Principles

Developing from the framework principles in the Framework Masterplan Document, the application site establishes the following layout principles:



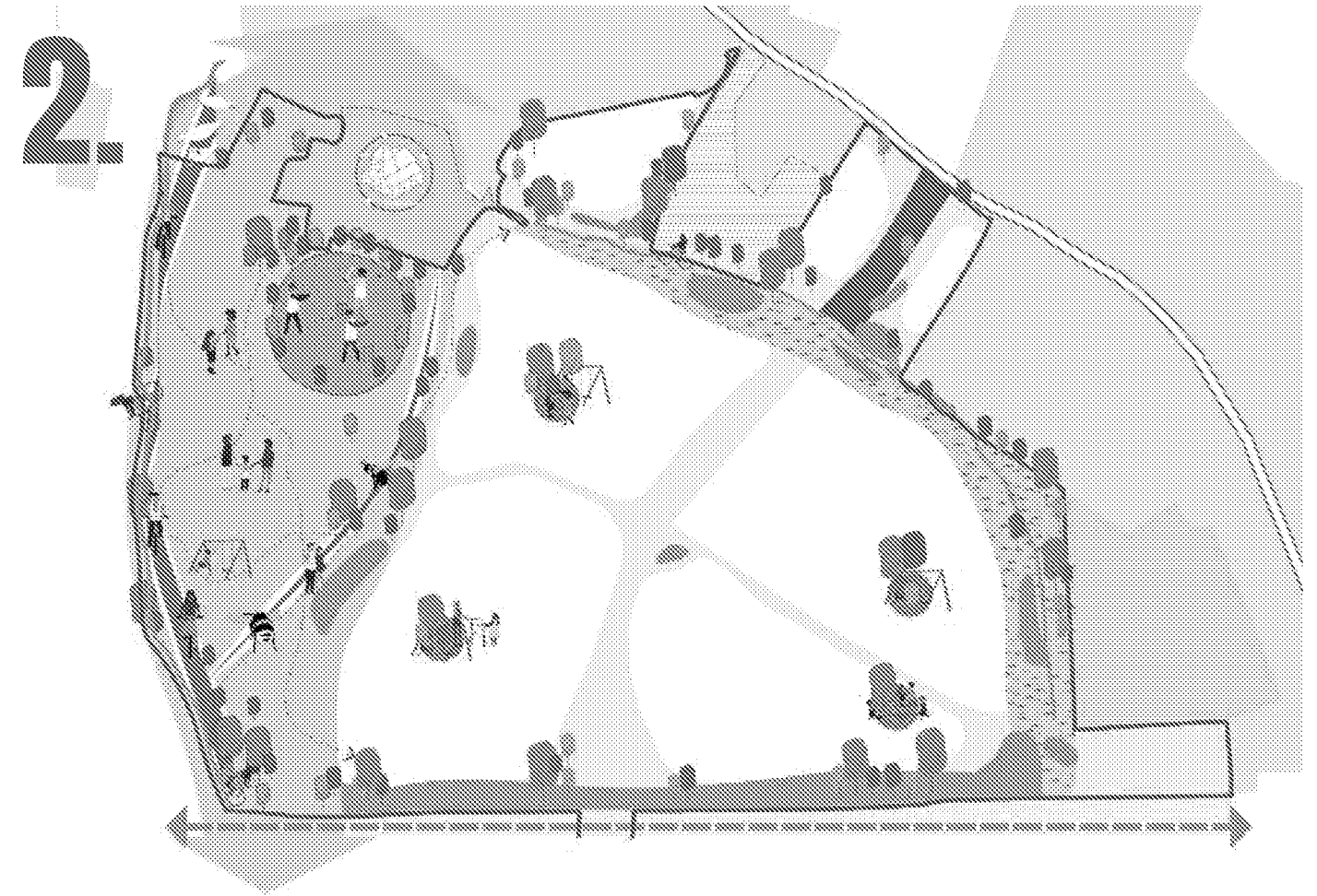
1. LIDSEY RIFE

- Enhancing the character of the Lidsey Rife and providing space for recreation and life support for wildlife to enable a varied range of flora and fauna to flourish;
- Establishing a multi-functional Lidsey Rife Linear Park as a destination that is accessible for the existing and proposed neighbourhood for leisure and recreation, and space that appropriately responds to the heritage setting of St George's Church; and
- Retaining and integrating the existing watercourses into the landscape framework and introducing sustainable drainage measures such as attenuation ponds and swales.



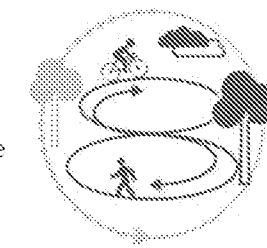
KEY

- Lidsey Rife Linear Park
- St George's Church
- Cricket pitch and pavilion
- South Downs Coast cycle route



2. LOOPS

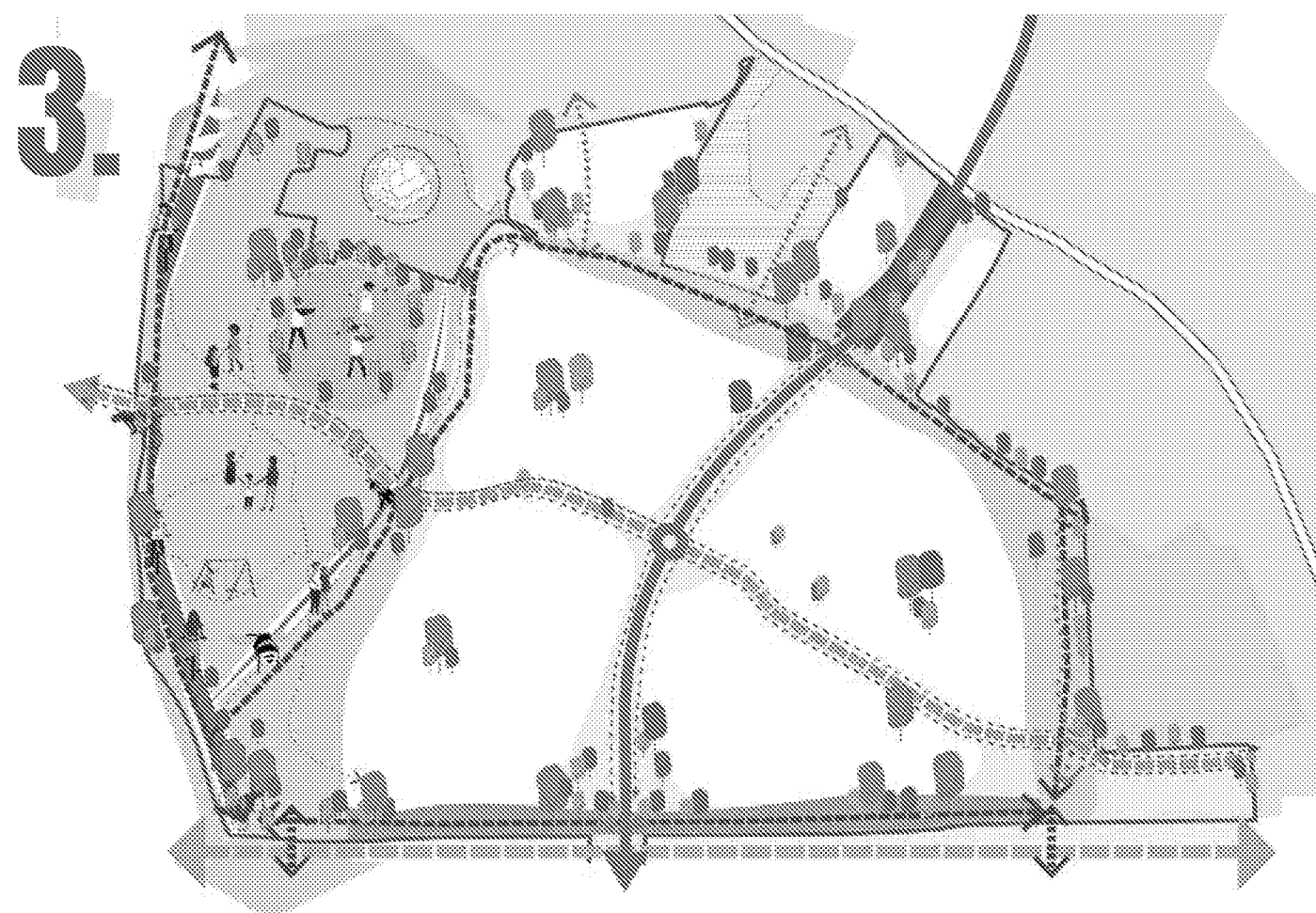
- Retaining existing hedgerows and mature trees as much as possible within the structure of the layout;
- Introducing a network of informal, slow paced green routes that connect back to the linear park along the Lidsey Rife;
- Connecting trees, footpaths, play areas, active corridors as well as wildlife corridors to establish a strong landscape framework within which new neighbourhoods sit;
- Connecting and protecting adjacent villages and enable people and nature to move freely; and
- Knitting into the existing public footpaths within the surrounding areas as well as providing new pedestrian and cycle connections.



KEY

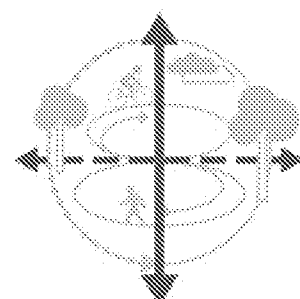
- Green Gap
- Green corridors
- Circular walking and cycle leisure routes
- Play spaces integrated with landscape

4.1 Layout Principles



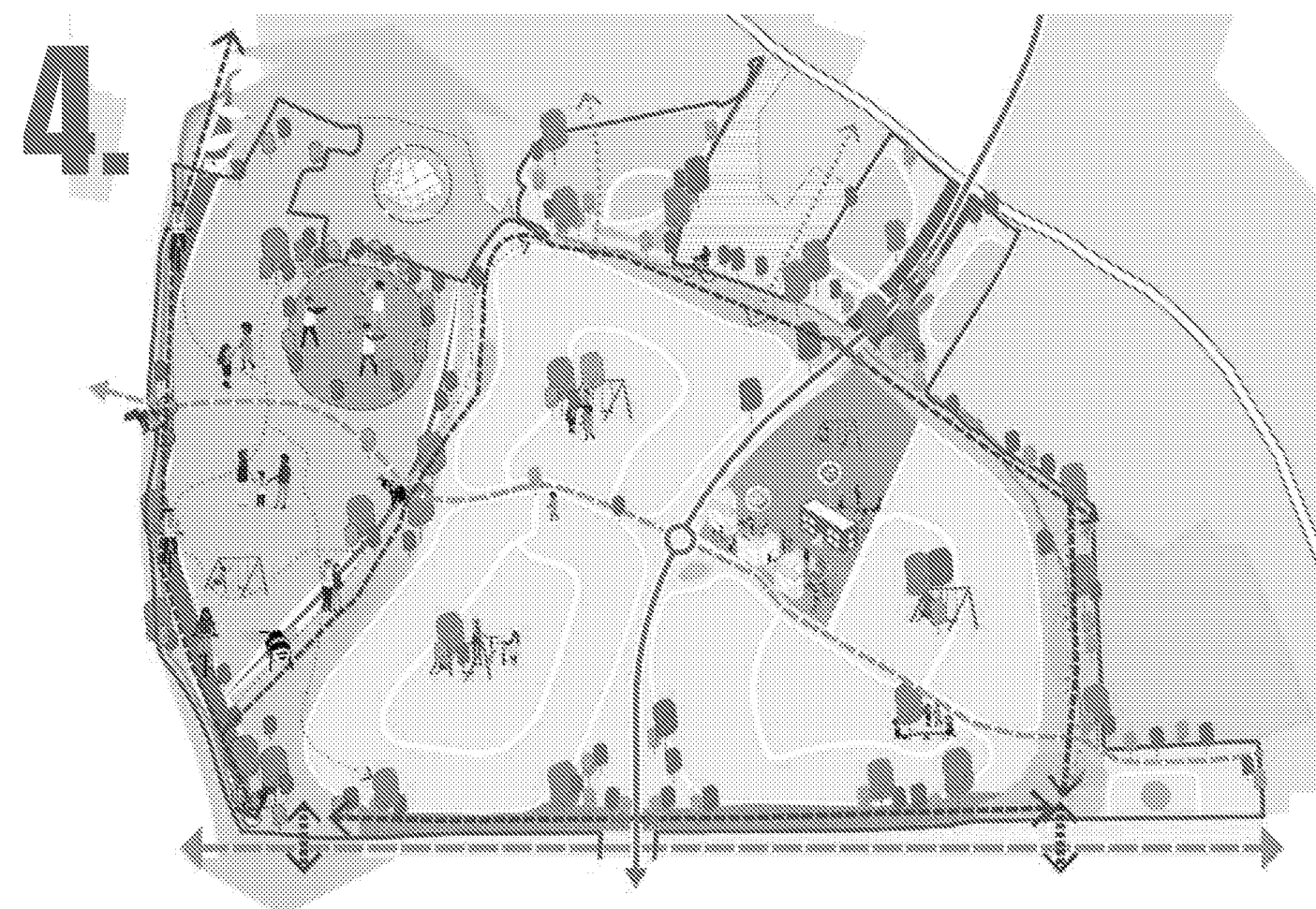
3. LINKS

- Incorporating and responding to the strategic realigned A29 and the East-West Link Road; and
- Delivering a series of neighbourhoods that benefit from increased regional connectivity and to the surrounding villages whilst ensuring safety and maintaining neighbourhood character.
- Accommodating potential future connections south of the railway, integrating future neighbourhoods in line with the Framework Masterplan.



KEY

- Realigned A29
- Existing railway line
- East-West Link Road
- Secondary roads
- Strategic cycle routes
- Diverted PRow
- Pedestrian/cycle routes along roads
- Potential future connections across the railway line



4. LIVING

- Establishing a vibrant new Neighbourhood Centre with a mix of uses, including a new primary school and flexible community spaces and uses which will have complementary uses and be accessible to existing and new communities; and
- Developing new neighbourhoods each with a distinct character and identity and which provide a significant number of new homes and are designed to sensitively respond to their context.



KEY

- Higher density neighbourhoods
- Lower density neighbourhoods
- Neighbourhood Centre with a central square
- Primary school
- Extra Care facility
- Pocket parks as focal points in neighbourhoods

4. The Vision

4.2 Concept Plan

1. Embrace the Lidsey life...

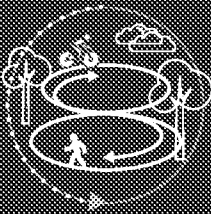


Responding Sensitively to Existing Villages & Heritage

Setting: Incorporating open space adjoining the historic setting of St George's Church and Eastergate Church Lane Conservation Area. A place that delivers sensitive development and connects and protects adjacent villages through landscape corridors and buffers, including lower densities and building heights in the northern parcels.

Lidsey Rife Linear Park: Creating an accessible Linear Park – providing space for existing and future communities. A place with a meandering rife as its defining feature, providing space for recreation and life support for wildlife.

2. Embed loops of activity and landscapes in everyday life



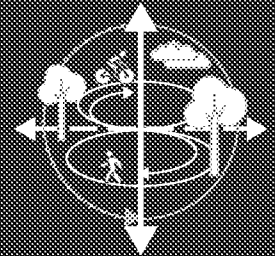
Retaining Existing Natural Assets: Delivering a Nature Recovery Network.

Green Movement Loops: Promoting sustainable modes of travel and establishing pedestrian and cycle links to Barnham Station. A series of green loops and wellness trails throughout new neighbourhoods and which link into the Linear Park, re-establishing natural movement routes for people and wildlife species.

Incorporating Sustainable Drainage Systems:

Retaining and integrating existing watercourses into the landscape framework and introducing sustainable drainage measures such as attenuation ponds and swales.

3. Deliver strategic links...



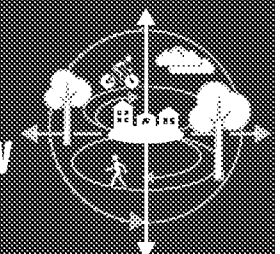
Responding to the Framework Masterplan:

Incorporating and responding to the strategic realigned A29 and the East-West Link Road. Delivering a series of neighbourhoods that benefit from increased regional connectivity and to the surrounding villages, whilst ensuring safety and maintaining neighbourhood character. Allowing for new links south of the railway to integrate proposed and future neighbourhoods.

Extending & Enhancing Pedestrian & Cycle Links:

Fitting into the existing public footpaths within the surrounding areas as well as providing new pedestrian and cycle connections and creating a new place that is intrinsically integrated into its surroundings, and that 'reaches out' and 'welcomes in'. A cycle route through the Linear Park as part of the 'South Downs to Coast' route.

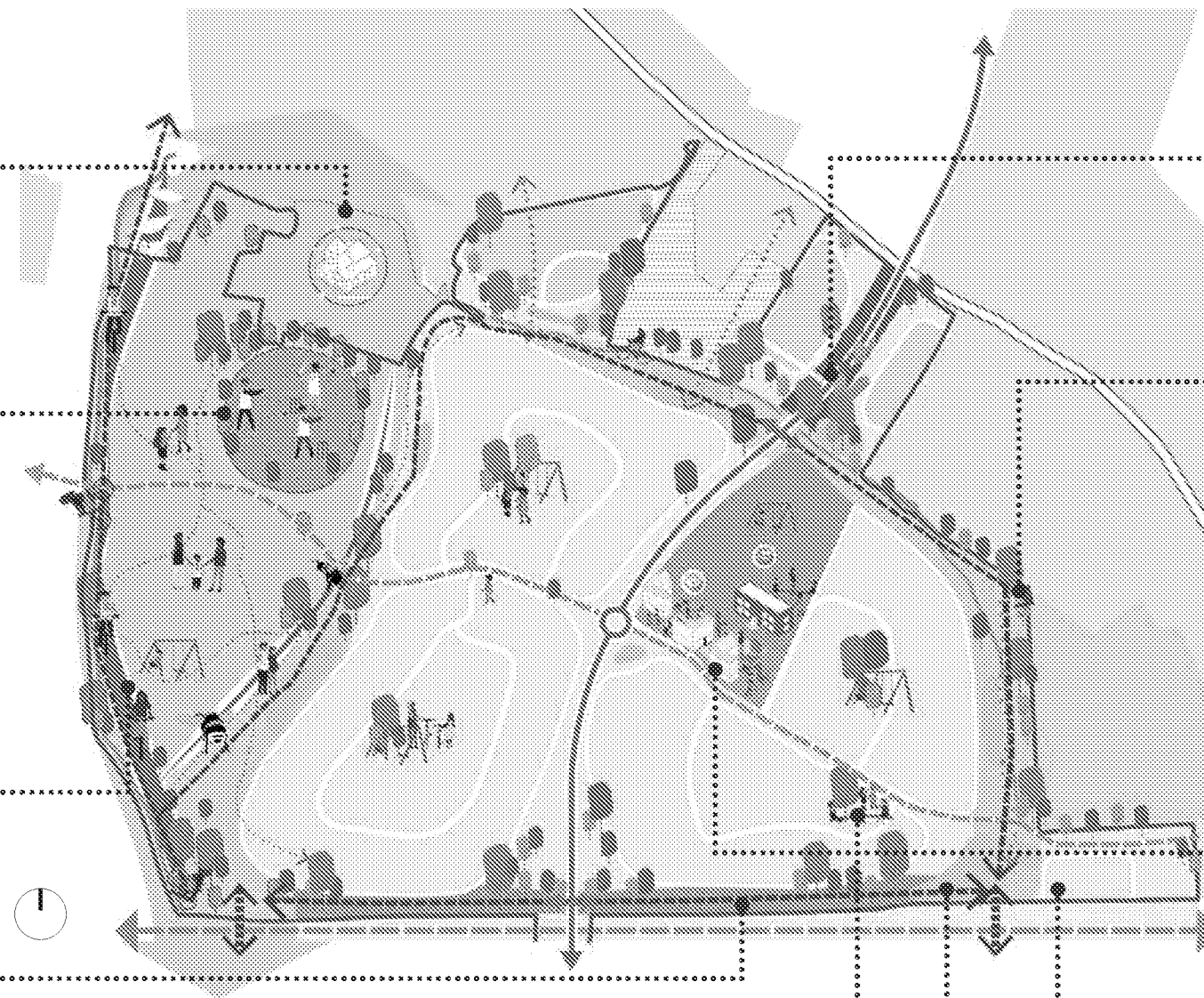
4. Offer sustainable living with a strong community spirit...



A Vibrant Neighbourhood Centre: Establishing a vibrant new Neighbourhood Centre with an intensity of activity and mix of uses, including a new primary school and flexible community spaces which complement the surrounding village centre provision and serves the needs of the new residents, reducing their need to travel.

New Homes: Offering a significant number of homes (up to 1,250) to fulfil local needs, including affordable and homes for the elderly.

Creating Focal Points: Cultivating community spirit through mini neighbourhood hubs including a formal cricket pitch and pavilion.





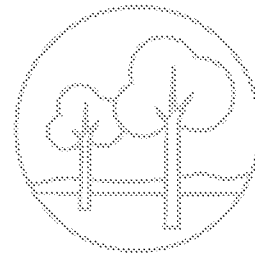
Illustrative Masterplan

4. The Vision

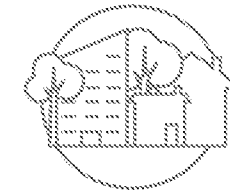
4.3 Key Benefits

BEW Parcel SC1

The vision for the development is to create a unique place for a sustainable community shaped by landscape, ecological enhancement and sustainable connectivity to create distinct, linked residential neighbourhoods.

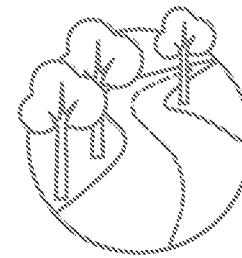


20 HA
LIDSEY RIFE
LINEAR PARK



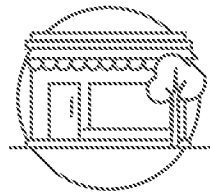
1250
NEW HOMES

Including a range
of affordable homes
and homes for the
elderly



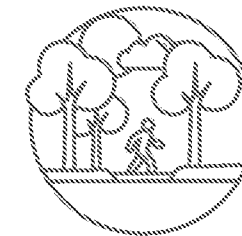
A29

Delivering
key strategic
infrastructure
and highways
improvements



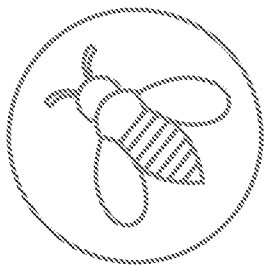
**Neighbourhood
Centre**

A range of mixed
uses including
community uses

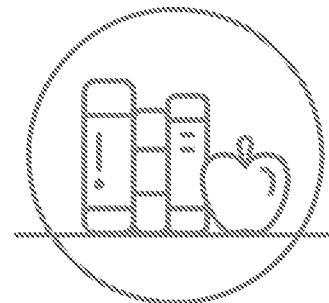


40 HA
**OF MULTI-FUNCTIONAL
OPEN SPACES**

Allowing the free
movement of people
and nature



Environmentally
RESILIENT

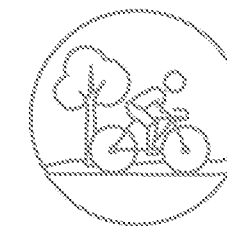


**PRIMARY
SCHOOL**

WITHIN the
Neighbourhood
Centre



4 km
**CIRCULAR WALKING
& RUNNING ROUTE**



Over 12 km

**NETWORK OF PEDESTRIAN
& CYCLE ROUTES**

From slow paced recreation routes to
strategic cycle routes







CHAPTER FIVE

Parameter Plans

This chapter introduces a set of plans defining parameters for land use, movement & access, green infrastructure, buildings heights, and character areas, which have been informed by the Framework Masterplan and further design development. The parameter plans provide a set of constraints that all proposals must adhere to as part of subsequent Reserved Matters Applications.

5. Parameter Plans

5.1 Land Use

LAND USE PARAMETER PLAN

The Land Use Parameter Plan sets out the quantum and distribution of uses required to be delivered across the application site, in line with the uses set out in the endorsed Framework Masterplan. The proposals at BEW Parcel SC1 seek to deliver a range of uses, homes, facilities, key strategic infrastructure, and open spaces to form sustainable new neighbourhoods and provide essential improvements to the wider movement network. The adjacent table summarises these uses and the quantum of development to be delivered across the site.

Residential

These areas incorporate the mix of new homes to be delivered within BEW Parcel SC1 and will include a range of typologies and tenures to ensure a diverse community can thrive. The residential areas to the north of the site referred to as the 'mini masterplan area', respond to and integrate with the adjacent existing residential areas and deliver approximately 200 homes. The majority of new homes will be delivered in the residential areas to the south of the mini masterplan area, within the new neighbourhoods. The plan includes a potential Care Home/Senior Extra Care Facility close to the eastern boundary of the site.

Neighbourhood Centre

At the centre of the site, located in close proximity to all residential areas, the Neighbourhood Centre will deliver a range of uses to support the everyday needs of the new community. In addition to a mix of uses, including residential, retail and community uses, the Neighbourhood Centre will include formal areas of public realm, including a central Neighbourhood Square.

Education

A new primary school will act as a focal point within the community, positioned adjacent to the Neighbourhood Centre. The location of the school is easily accessible for all new neighbourhoods, and its position within the Neighbourhood Centre will provide activity and footfall at different times of day, drawing activity to the heart of the site.

Barnham railway station Car Park and Drop Off

The Land Use Parameter Plan sets out the location for surface level car parking for use by those using the station of up to 200 spaces with associated drop off facility and pedestrian and cycle connection towards the station.

Quantum of Development				
Use / Component	Description (maximum parameters sought)	Area (Ha)	Area (Ac)	%
Residential	1250 homes (including 60 bed Care Home/Senior Extra Care Facility)	33.01	81.58	35.7%
Mixed Use	1250 sqm Local Centre including: Class F2 (community hall): 250 sqm Class E: 1,000 sqm	1.26	3.12	1.4%
Primary School	Up to 3 Forms of Entry, including nursery and Special educational needs and disabilities(SEND) provision	3.50	8.64	3.8%
Potential Expansion Area for St. Philip Howard Catholic School	n/a	0.27	0.66	0.3%
Potential Expansion Area for Eastergate Primary School	n/a	0.41	1.01	0.4%
INFRASTRUCTURE		19.00	46.95	20.4%
Existing Railway Line	n/a	0.10	0.26	0.1%
Road Corridors*	n/a	14.11	34.87	15.2%
Parking	Barnham railway station Car Park and Drop Off	0.50	1.23	0.5%
Land Required for Construction of the A29 Corridor	Land between A29 road corridor and OPA boundary	4.29	10.59	4.6%
GREEN SPACE		35.16	86.88	38.0%
Open Space**	n/a	31.66	78.23	34.2%
Cricket Pitch	n/a	2.37	5.85	2.6%
Pocket Parks	n/a	1.13	2.80	1.2%
OUTLINE PLANNING APPLICATION SITE		92.61	228.84	100%

* Including A29 road corridor and embankment, East-West Link Corridor including road crossing points, and secondary roads.

** Including Lidsey Rife Linear Park, informal open space, wildlife habitats, wetland areas, meadow land, wet woodlands, vegetation/planted areas, retained trees, play areas, waterbodies, drainage features, footways/cycleways, parking and occasional vehicular connections, and potential expansion area for Eastergate Primary School.

5. Parameter Plans

5.1 Land Use



Land Use Parameter Plan (extract)

KEY

Planning Application Boundary

ROAD INFRASTRUCTURE

Potential Expansion Area for St. Philip Howard Catholic School

East-West Link Road

A29 Strategic Road Corridor
(refer to detailed highways drawings)

Approved WSCC A29 Scheme (WSCC/052/20)

Additional Barnham Railway Station Car Park and Drop-Off Facility
(approximately 200 spaces)

LAND USE

Residential (C3) including Affordable Housing Provision (including secondary and tertiary roads, play provision, footways/cycleways, incidental open spaces and attenuation ponds/ basins)

Mixed Use (including residential (C3), commercial, businesses and services (E); community hall (F2), and location of community square)

Primary School and Playing Fields (F1)

Open Space/infrastructure
(including Lidsey Rife Linear Park, informal open space, wildlife habitats, wetland areas, meadow land, wet woodlands, vegetation/planted areas, retained trees, play areas, waterbodies, drainage features, footpaths/cycleways, parking and occasional vehicular connections)

Care Home/Senior Extra Care Facility (C2/C3)

5. Parameter Plans

5.2 Movement & Access

MOVEMENT & ACCESS PARAMETER PLAN

A vital aspect for the delivery of BEW Parcel SC1 is the realigned A29, which runs through the centre of the site. The Movement & Access Parameter Plan sets out the vehicular and non-vehicular movement corridors, demonstrating how these connect to existing routes and infrastructure and the key site access points into and out of the site.

Strategic Infrastructure: Realigned A29

The proposed A29 realignment and bridge over the railway will connect the site to the existing strategic road network and help to alleviate existing congestion. The A29 route will be landscaped, and planting will help to soften its edge. More detailed information will be provided in the Design Principles Document. The A29 will be designed with a 30mph speed limit, with buildings fronting onto the road to facilitate a low-speed environment.

East-West Link Road & Neighbourhood Roads

Connected to the A29 at the centre of the site, the East-West Link Road will form a link, ultimately connecting the site to Westergate road/existing A29 to the west via the Cala land parcel when it comes forward and through a series of secondary roads, distribute movement directly to new neighbourhoods within BEW Parcel SC1. To the east, the East-West link road will connect to the potential Care Home/Senior Extra Care Facility and additional car parking. The East-West Link Road will vary along its length as it passes through open space and the Neighbourhood centre and will include several crossing points to enable north to south permeability.

Non-Vehicular Movement

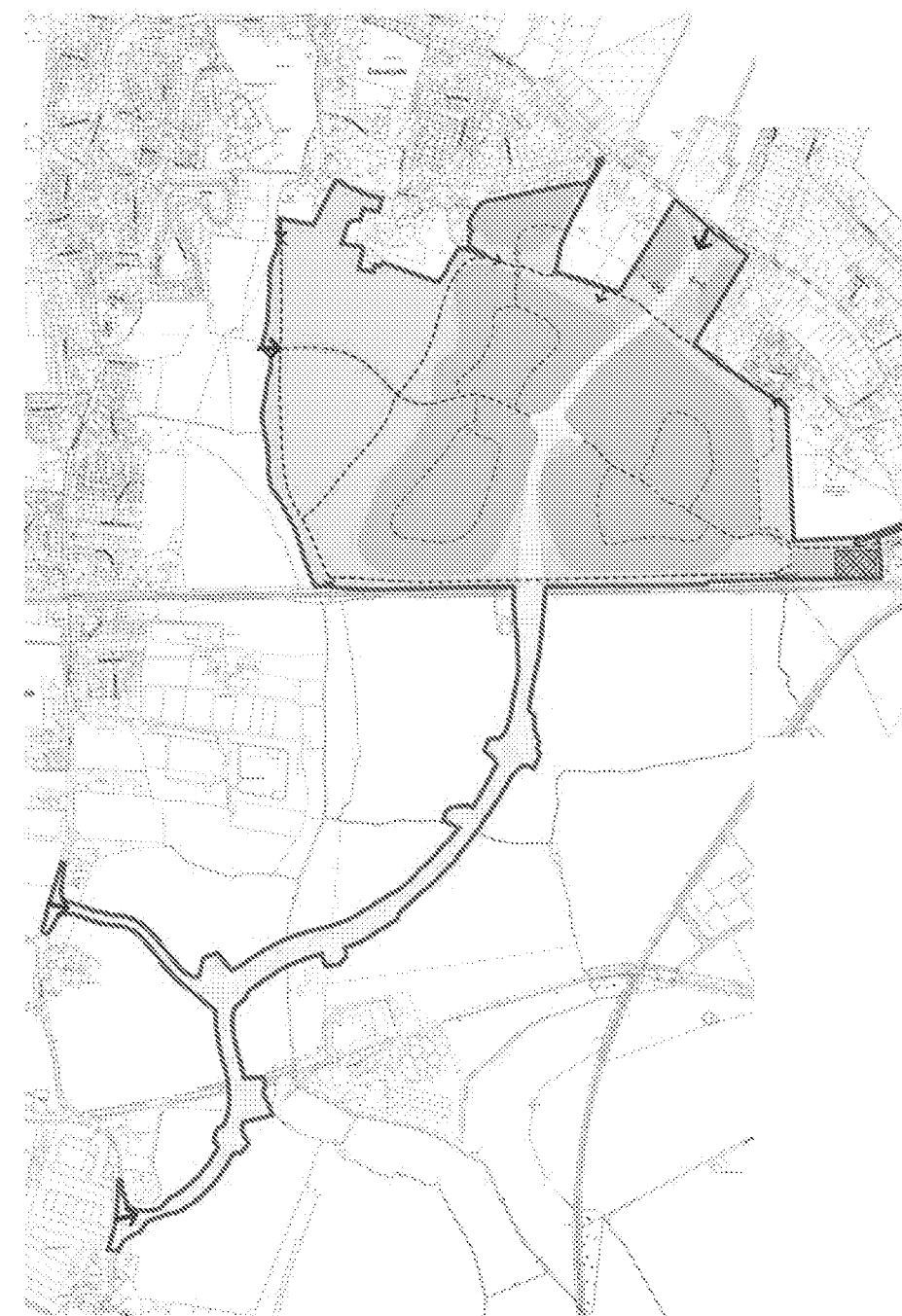
The development will include a number of pedestrian and cycle connections running throughout the site. The routes comprise a combination of on and off-street infrastructure, with segregated pedestrian and cycle paths being provided north to south alongside the realigned A29 and between the existing A29 at Westergate and Barnham Station alongside the East-West Link Road. There will be crossings of the realigned A29 and East-West Link Road at regular intervals.

This network will connect the development to the surrounding area and will include a new cycle route along the Lidsey Rife as part of the 'South Downs to Coast' strategic route. A green link will be provided to connect Barnham Station and St Philip Howard Catholic School to Church Lane in Eastergate. The existing Public Right of Way (PRoW) will be diverted and integrated into the proposed development.

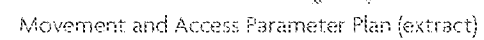
These routes align with proposed green corridors and Lidsey Rife Linear Park, and they are proposed to provide a range of different routes, from the slower, meandering wellness trails to more direct routes within key transport corridors.

Barnham Railway Station Car Park & Drop-off Facility

To respond to the current limited parking capacity at Barnham railway station, a terminal car park at the end of the East-West Link Road will provide additional parking provision with approximately 200 spaces for visitors to the station, and the development will connect the new neighbourhoods to the station via a new pedestrian and cycle link to Gospond Road.



Movement and Access Parameter Plan



KEY

- 
- Planning Application Boundary

ROAD INFRASTRUCTURE

-  A29 Strategic Road Corridor
(refer to detailed highways drawings)
-  Approved WSCC A29 Scheme (WSCC/052/20)
-  Secondary Road (indicative parcel access route, exact alignment to be confirmed at detailed design stage)
-  East-West Link Road
-  Main Vehicular, Pedestrian/Cycle Site Access Points
-  Indicative Location of Vehicular Connections Across Open Space
-  Proposed Additional Barnham Railway Station Car Park and Drop-Off Facility (approximately 200 spaces)

PEDESTRIAN AND CYCLE INFRASTRUCTURE

-  Proposed Primary Pedestrian and Cycle Connection Points into the Site
(Indicative location, exact alignment to be confirmed at detailed design stage)
-  Potential Alternative Pedestrian and Cycle Connection Point into the Site.
-  Proposed Pedestrian and Cycle Routes (accommodates a wellbeing trail and includes upgrades to part of an existing Public Right of Way. Indicative only and exact alignment to be confirmed at detailed design stage)
-  Indicative Route of Realigned Public Right of Way

5. Parameter Plans

5.3 Green Infrastructure

GREEN INFRASTRUCTURE PARAMETER PLAN

The proposals for BEW Parcel SCI have been landscape-led in their design, and a key component of the proposal is the existing and proposed green infrastructure strategy. The Green Infrastructure Parameter Plan sets out the overarching categories of open space within the landscape framework.

Blue Infrastructure

Fundamental to the design is the Lidsey Rife, which will be embedded through a linear park. In addition, the proposed drainage strategy will ensure the site is carefully managed to mitigate flood risk.

Green Infrastructure & Existing Landscape Assets

Central to the open space strategy is a range of open spaces which will each serve different purposes. Existing landscape assets, including hedgerows and trees, will be retained and connected where possible by generous green corridors, connecting people with nature.

Interacting with Landscape

The diverse landscapes proposed at BEW Parcel SCI will provide opportunities for various activities, from slower paced wellness trails to more active play spaces, including a cricket pitch. These places will enable people to socialise and embed wellbeing into the development.

Types of Public Open Space	Area (Ha)	Area (Acre)	%
Parks and Gardens	9.70	23.97	31.78%
Amenity Green Space	12.01	29.68	39.35%
Natural and Semi-Natural	8.81	21.77	28.87%
Total Public Open Space	30.52	75.39	100%

5.3 Green Infrastructure



Green Infrastructure Parameter Plan

KEY

— Planning Application Boundary

ROAD INFRASTRUCTURE

▨ Potential Expansion Area for St. Philip Howard Catholic School

▨ A29 Strategic Road Corridor
(refer to detailed highways drawings)

▨ Approved WSCC A29 Scheme (WSCC/052/20)

--- Secondary Road (indicative parcel access route, exact alignment to be confirmed at detailed design stage)

▨ East-West Link Road

◀▶ Indicative Locations of Vehicular Connection Across Open Space

GREEN INFRASTRUCTURE

➔ Proposed Primary Pedestrian and Cycle Connection Points into the Site
(Indicative location, exact alignment to be confirmed at detailed design stage)

➔ Potential Alternative Pedestrian and Cycle Connection Point into the Site

▨ Indicative Location of Cricket Pitch (including a small scale pavilion and car park)

▨ Open Space/Infrastructure
(including Lidsey Rife Linear Park, informal open space, wildlife habitats, wetland areas, meadow land, wet woodlands, vegetation/planted areas, retained trees, play areas, waterbodies, drainage features, footpaths/cycleways, parking and occasional vehicular connections)

○ Indicative Location of Open Space Provision

✱ Indicative Location of LAP

✱ Indicative Location of LEAP

✱ Indicative Location of NEAP

✱ Indicative Location of Other Outdoor Provision

▨ Existing Waterbodies

✱ Existing Trees/Hedgerows to be Retained

▨ Minimum Settlement Gap Between Barnham, Eastergate, Westergate and New Settlement (including water bodies, drainage features, footpaths/cycleways, vegetation/planted areas, retained trees, play areas and occasional vehicular connections)

--- Proposed Pedestrian and Cycle Routes
(accommodates a wellbeing trail and includes upgrades to parts of existing Public Right of Way. Indicative only and exact alignment to be confirmed at detailed design stage)

--- Indicative Route of Realigned Public Right of Way

➔ Connections to Wider Well-Being Trail for Future BEW Phases

5. Parameter Plans

5.4 Building Heights

BUILDING HEIGHTS PARAMETER PLAN

The form and scale of buildings and other structures proposed on the site is an important consideration in shaping the character of new development.

Neighbourhood Centre

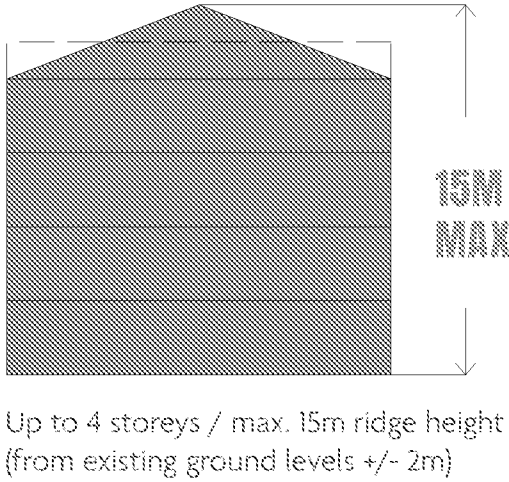
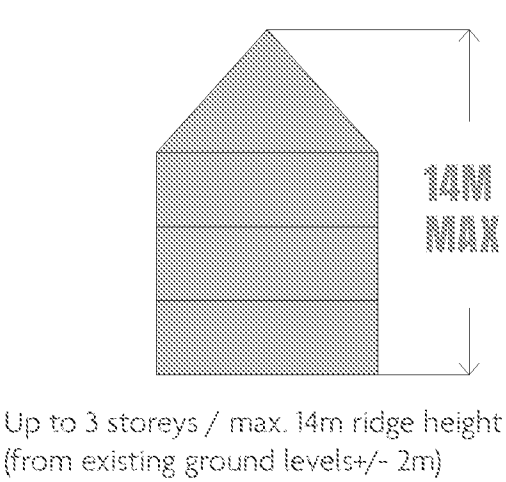
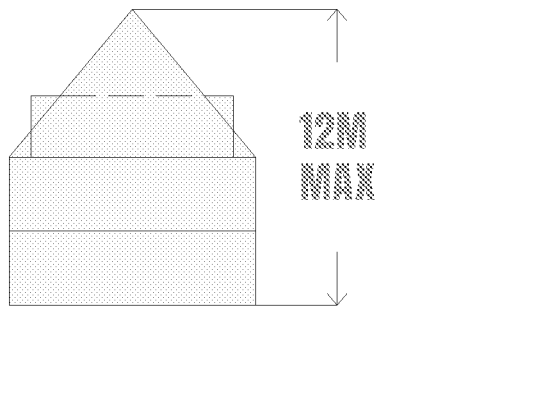
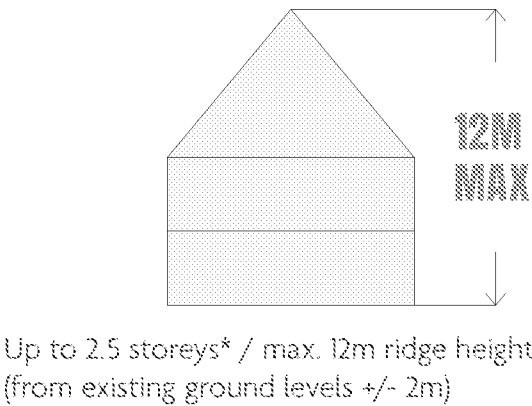
Within the Neighbourhood Centre, the approach to building heights focuses on creating an intensity of homes and people around mixed uses, which in turn will help to support their vitality and viability. Taller buildings in these areas can help to define the public realm and act as key markers.

Sensitivity To Heritage Assets

Building heights are more sensitive towards the northern periphery of the site, adjacent to existing residential areas, heritage assets and areas within or adjacent to Conservation Areas, including St George's Church. Therefore, predominantly lower building heights are proposed, with up to 3 storeys along the Lidsey Rife Linear Park edge only. Lower densities and appropriate planting is proposed to soften this northern boundary.

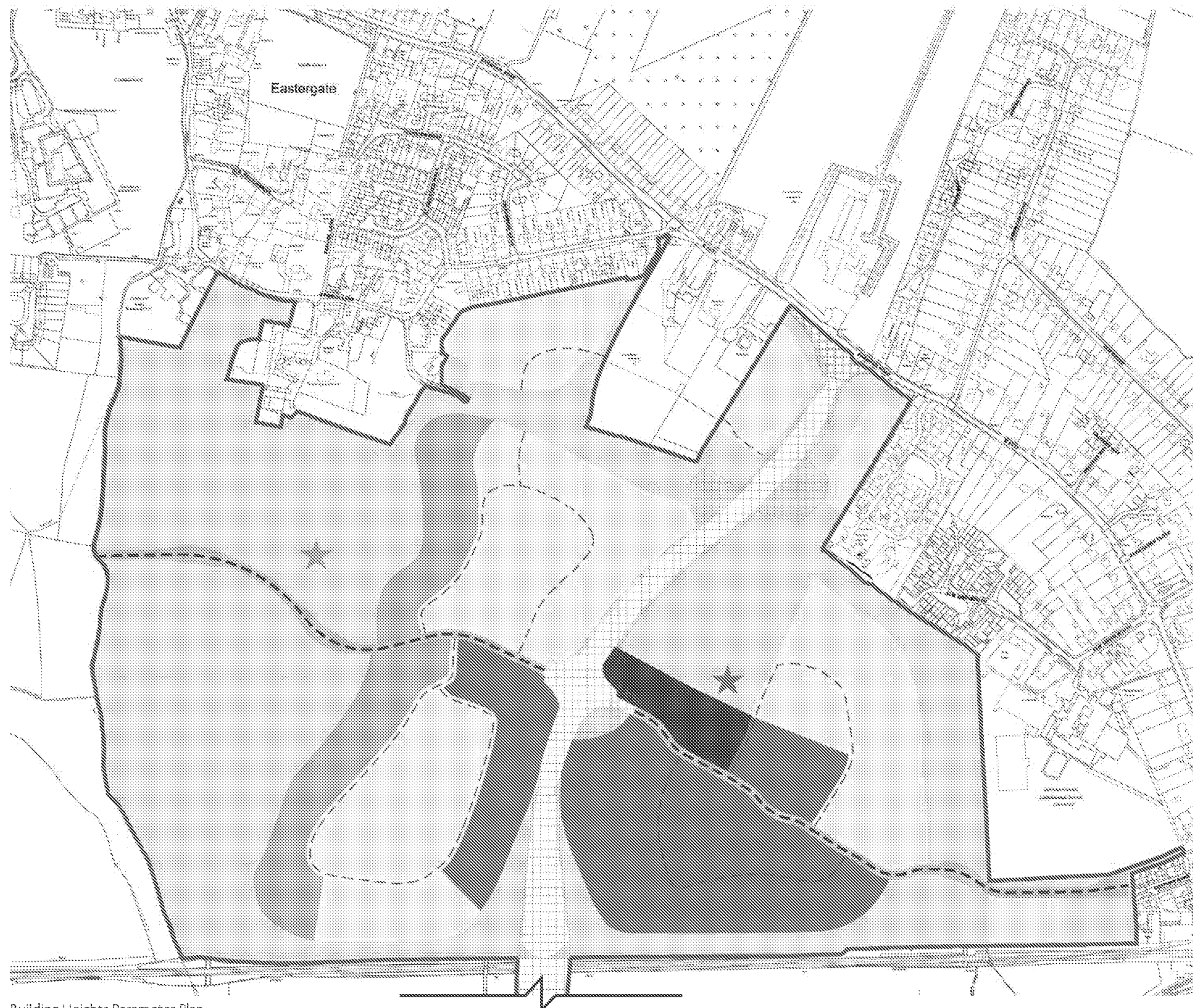
The heights set out are referenced from existing ground levels and not finished floor levels and therefore need to account for any groundworks that need to be undertaken. The adjacent sections demonstrate the relative heights shown on the plan.

*2.5 storey buildings include habitable accommodation at 2nd floor level, partially occupying space within the roof volume and supplemented with dormer structures.



Explanatory Sections (not to scale)

5.4 Building Heights



Building Heights Parameter Plan

KEY

- Planning Application Boundary

ROAD INFRASTRUCTURE

-  A29 Strategic Road Corridor
(refer to detailed highways drawings)
-  Approved WSCC A29 Scheme (WSCC/052/20)
-  Secondary Road (indicative parcel access route, exact alignment to be confirmed at detailed design stage)
-  East-West Link Road

BUILDING HEIGHTS

-  Up to 5 Storeys/Max. 18m Ridge Height
(from existing ground levels +/- 2m)
-  Up to 4 Storeys/Max. 15m Ridge Height
(from existing ground levels +/- 2m)
-  Up to 3 Storeys/Max. 14m Ridge Height
(from existing ground levels +/- 2m)
-  Up to 2.5 Storeys/Max. 12m Ridge Height
(from existing ground levels +/- 2m)
-  School Building
Up to 3 Storeys/Max. 15m Ridge Height
(from existing ground levels +/- 2m)
-  Indicative Location of Cricket Pavilion
Up to 1 Storey/Max. 5m Ridge Height
(from existing ground levels +/- 2m)

5. Parameter Plans

5.5 Development Areas Character Plan

DEVELOPMENT AREAS CHARACTER PLAN

The Development Areas Character Parameter Plan sets out the areas of distinct character, responding to their context and surrounding uses. Three broad areas have been identified in the Development Areas Character Parameter Plan on the following page, and these respond to their setting, proposed density and adjacent uses.

1. Mini Masterplan Urban Extension

Sensitive extensions of Barnham and Eastergate that respect the green gap between the two villages. These areas of development are grouped into one character area due to their low density approach, their cohesive response to the existing public right of way (the green link) to the south and their sympathetic response to the existing neighbouring settlements.

2. New Neighbourhoods

This new area of development will be a new settlement in a landscape setting that responds to the diverse character of the public realm and infrastructure it sits within. Whilst being broken up by elements of landscape and infrastructure, the New Neighbourhoods will incorporate a cohesive approach in terms of its built form character.

3. The Neighbourhood Core

The Neighbourhood Core is urban in character with a higher density compared to the other areas of BEW Parcel SCL. It forms the heart of the neighbourhood and accommodates the mixed use Neighbourhood Square enclosed by non-residential uses.

5.5 Development Areas Character Plan



KEY

Planning Application Boundary

ROAD INFRASTRUCTURE

A29 Strategic Road Corridor
(refer to detailed highways drawings)

Approved WSCC A29 Scheme (WSCC/052/20)

East-West Link Road

Proposed Additional Barnham Railway Station Car Park and Drop-Off Facility
(approximately 200 spaces)

CHARACTER AREAS

Mini Masterplan Urban Extension

New Neighbourhoods

Neighbourhood Core (including primary school and playing fields (FI)
and Care Home/Senior Extra Care Facility (C2/C3))

Development Areas Character Parameter Plan

