



CHAPTER SIX

Illustrative Masterplan

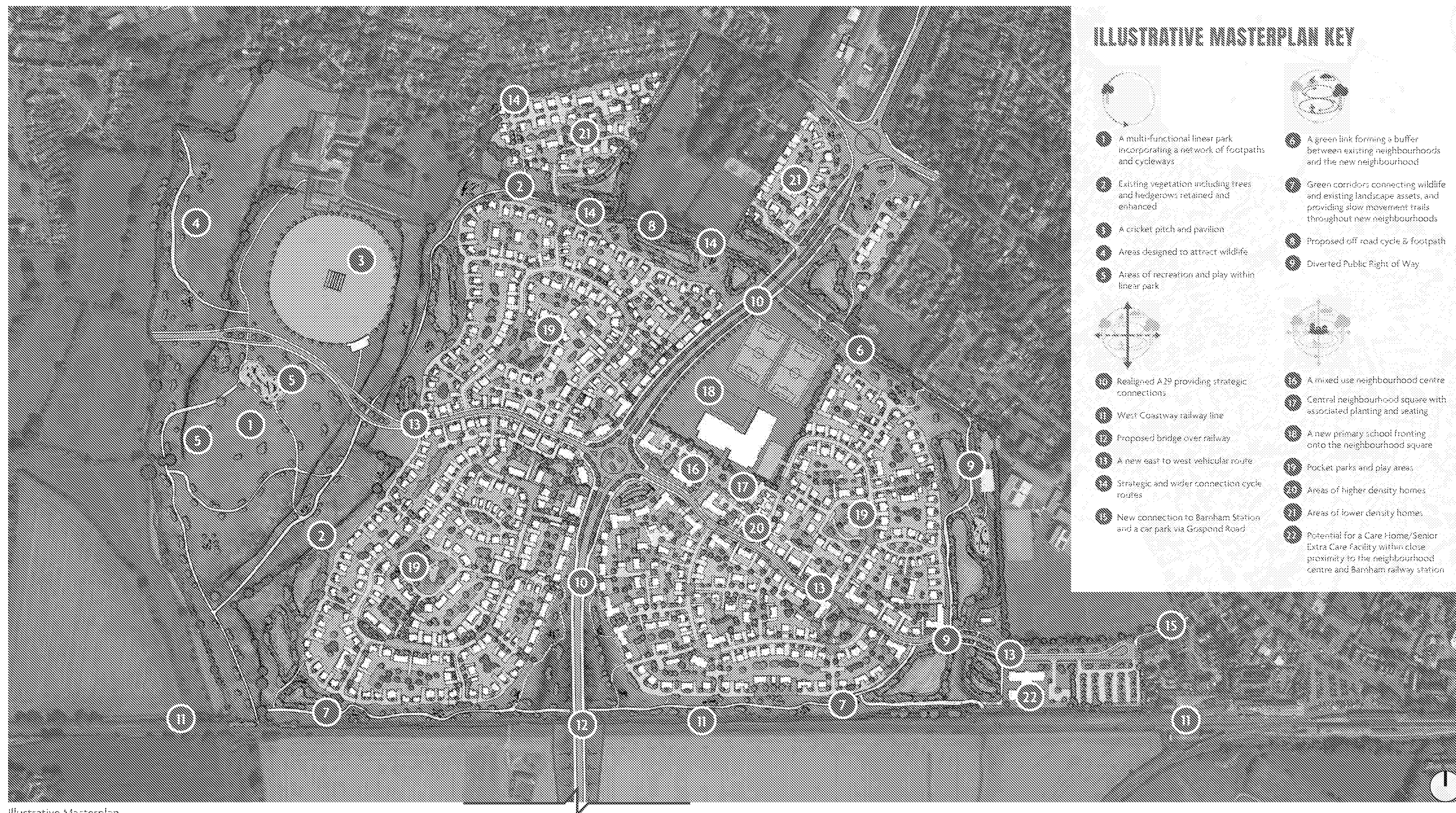
This chapter sets out the illustrative masterplan for the site and represents one way in which the development could be delivered, in line with the parameter plans, design principles, and broader vision. It also provides a summary of the landscape strategy and design aspirations for the character of distinct neighbourhoods (for further detail of character, please refer to the Design Principles Document).



Artist's impression looking east along the Green Link

6. Illustrative Masterplan

6.1 Illustrative Masterplan



Illustrative Masterplan

6. Illustrative Masterplan

6.1 Illustrative Masterplan

CONNECTIVITY



SUSTAINABLE CONNECTIVITY

To unlock the full potential of the overall vision of the proposed development, efficient local connectivity and the ability to move about by means other than the private car will form an integral part of BEW Parcel SC1. The strategy will provide access points into the site from the existing network and deliver a hierarchical multi-modal movement network within the site, providing leisure loops and direct links connecting to strategic routes. Cycle, pedestrian movement, and micro-mobility will be maximised to support sustainable and healthy modes of transport, and discourage the use of the private car.

The landscape strategy will ensure an enhanced pedestrian and cyclist experience through varied habitats and landscapes, and the movement network will be integrated with the wider Public Right of Way network to integrate the development with existing neighbourhoods.

LANDSCAPE

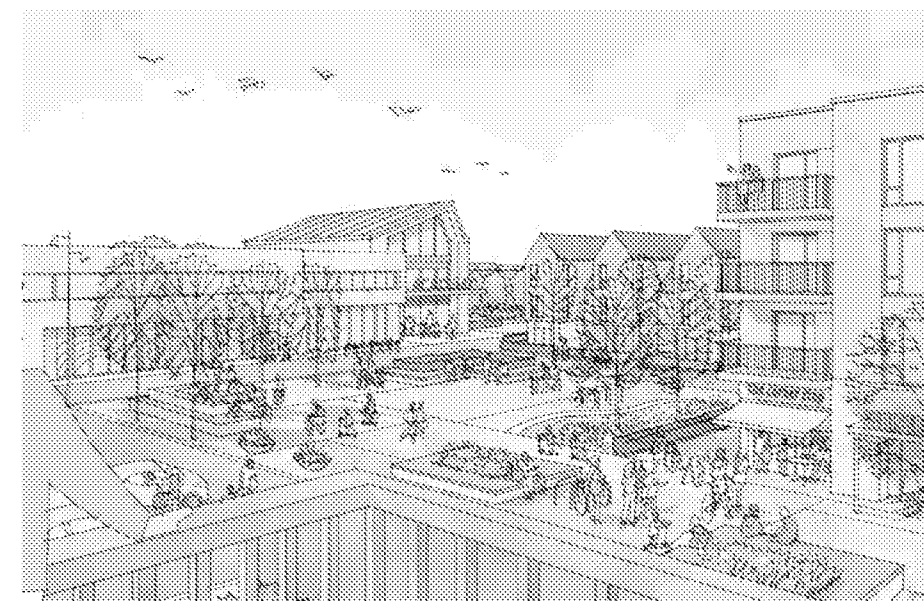


LANDSCAPE & ECOLOGICAL ENHANCEMENT

The benefits of access to open space and nature have been brought into focus during the Covid-19 pandemic. Integrated, high quality green infrastructure can help to bind a community, enrich natural habitats, support physical activity, and enable sustainable travel. BEW Parcel SC1 will provide doorstep access to distinct landscape environments along the Lidsey Rife and other green links, ensuring that they naturally form a part of everyday life.

The existing ecological and landscape assets in and around the site will be integrated, connected, and enhanced to develop a distinct character through the provision of green infrastructure, wildlife habitats, provision for play and sports, and will provide convenient and beautiful active travel and leisure and cycling routes. The proposals will include the planting of new trees, a myriad of vegetative species and habitats, and the replenishment of soil, which through bringing in a diverse set of interconnected ecosystems, will aim to increase the biodiversity net gain.

PLACEMAKING



DISTINCT, LINKED RESIDENTIAL NEIGHBOURHOODS

The illustrative masterplan will aim to provide a set of well-designed neighbourhoods for modern ways of living and working. Intergenerational living is a large part of the wider ambition, and the design of homes will seek to support both elderly and younger generations.

The vision will also seek to deliver a range of local amenities and a school, making it possible to access everyday needs within a short walking or cycling distance. The amenities, routes and new public open spaces will be within reach of the existing, neighbouring communities of Barnham, Eastergate and Westergate, for whom the existing network of public routes will be transformed into a fully accessible, permeable, and multi-functional environment.

6. Illustrative Masterplan

6.1 Illustrative Masterplan

The illustrative masterplan for BEW Parcel SCT represents one way in which the development could be delivered, in line with the parameter plans set out in Chapter 5. It has been developed from the vision and design principles described earlier in this document. This plan is not submitted for approval; however, it represents an important and carefully considered illustration of how development could be laid out.

Key aspects of the plan are explained in more detail on the following pages and in subsequent chapters, but in summary, the masterplan will deliver:

- Distinct residential neighbourhoods;
- Strategic new highways infrastructure;
- A new neighbourhood centre serving new and existing residents and including a range of mixed uses such as retail, a café and a community hall;
- Extensive areas of open space and green infrastructure including a Green Link and green corridors;
- Mixed-tenure homes in a variety of sizes; and
- Affordable homes and homes for the elderly.

The illustrative masterplan demonstrates how approximately 1,250 homes could be delivered, taking account of the dwelling type indicative mix shown in the table below. The illustrative masterplan indicates approximately 80% of units as houses and 20% apartments, excluding Extra Care provision. The illustrative masterplan mix opposite shows the mix achieved across the illustrative masterplan. The illustrative masterplan is based on delivering 30% affordable homes in a range of sizes and tenures. All homes will meet Nationally Described Space Standards (NDSS) and will be designed to be tenure-blind with affordable homes distributed across the site.

Total residential units	1,190
Care Home/Senior Extra Care Facility units	60
Total Units	1,250

DWELLING TYPE INDICATIVE MIX*

Residential unit type	Blended private + affordable %	Assumed % of units	Number of homes
1-2 Bed**	32-51%	40%	476
3+ Bed	49-68%	60%	714
Total Units		100%	1,190

* The mix of dwelling types are indicative only, calculated to assist in the production of the illustrative masterplan. These figures exclude a Care Home/Senior Extra Care Facility

**Including flats and houses

ILLUSTRATIVE MASTERPLAN MIX

Residential unit type	Blended private + affordable unit %	Number of homes
1 Bed Flat	6%	71
2 Bed Flat	14%	167
2 Bed House	20%	238
3 Bed House	30%	356
4 Bed House	15%	179
5 Bed House	15%	179
Total Units	100%	1,190
Care Home/Senior Extra Care Facility units		60
Total Units		1,250

6. Illustrative Masterplan

6.2 Landscape Strategy

PUBLIC OPEN SPACE STRATEGY

The Landscape Statement forms part of the material submitted for approval. The purpose of the Landscape Statement is to describe the landscape masterplan and explain the design principles and concepts behind it. The content of the Landscape Statement is illustrative, and the following pages provide a summary of the landscape strategy. Please refer to the document for further detail.

This proposals comply with ADC's Supplementary Planning Document, 'Open Space, Playing Pitches, Indoor And Built Sports Facilities'. The Site significantly exceeds the area quantum requirement for all open space typologies.

The public green open space is broken down separately into a clear hierarchy of character types based on the particular functions and characters arising from development of the masterplan.

The Lidsey Rife Linear Park forms the primary structural component that captures and enhances the riparian, transitional and grassland habitats, creates new primary pedestrian linkages north to south, and provides site-sensitive recreation and leisure provision.

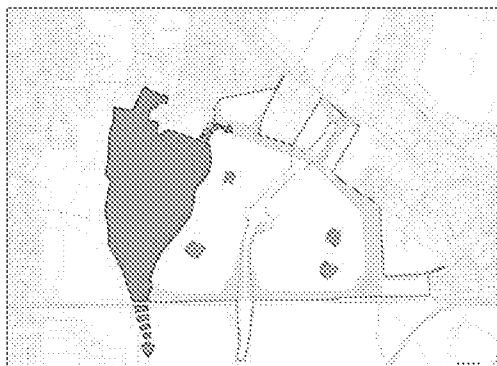
The Green Link forms an eastern extension of the Lidsey Rife Linear Park, and serves as a gap or buffer to retain the character of "three villages". It should be a secondary linear park linking Eastergate and Westergate with Barnham Station.

Green Corridors should include the interfaces of the A29 and railway corridor. They should balance amenity and ecological enhancement; with localised amenity, play and wetlands, they should be integral to the principle of 'nature and play at your front door'.

Play provision should be distributed in accordance with Fields in Trust guidance and adapted to ADC Officers requirements such that every child is within walking distance from a play area.



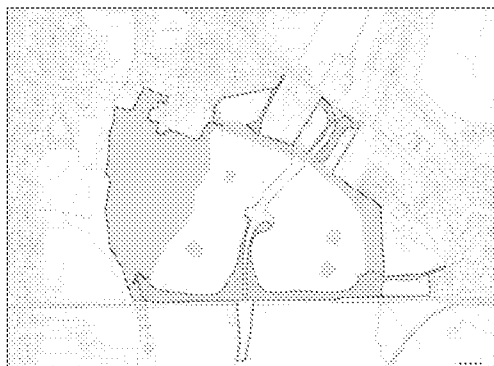
Illustrative Landscape Masterplan



Lidsey Rife Linear Park



Green Link



Green Corridors

KEY

- 1 Valley corridor within Lidsey Rife Linear Park
- 2 Cricket pitch in Lidsey Rife Linear Park
- 3 Indicative location of play areas within Lidsey Rife Linear Park
- 4 Transitional zone / meadows
- 5 Wetlands
- 6 Indicative location of play areas within Green Link

6. Illustrative Masterplan

6.2 Landscape Strategy



Illustrative Play & Recreation Strategy Diagram

- KEY**
- Destination Play Areas [e.g. NEAP & LEAP] with other outdoor provision
 - Secondary Destination Play Areas & Local Play Areas [e.g. LEAP & LAP]
 - Local Play Areas & Activity nodes in Play Trails [e.g. LAP]
 - Nature hub
- NOTE: All above shown as indicative

Play provision TYPE	HA/1000	SITE REQ.	SITE PROV.
EQUIPPED DESIGNATED PLAY AREAS [total]	0.25	0.66	0.73
NEAPS [2no @ 1000m ²]			0.20
LEAPS [7no @ 400m ²]			0.28
LAPS [18no @ 100m ²]			0.18
NATURE HUBS [7no @ 100m ²]			0.07
Other outdoor provision (MUGAs & skateboard parks)	0.30	0.80	0.48

Table: Play Provision Broken Down By Type



Precedent Image: Destination Play Area

PLAY STRATEGY

At approximately 30.52 hectares the site provides a rich landscape for play, leisure, recreation, visual amenity, education and biodiversity. The development should offer a diverse range of experiences for all ages, social groups, group sizes and interests. The play and recreation strategy proposes destination and community play areas, and a network of activity trails for nature play, educational play, or more physical activities such as linear adventure or wellness trails.

The play area types follow ADC's Supplementary Planning Document, 'Open Space, Playing Pitches, Indoor And Built Sports Facilities' which in turn follows the Fields in Trust Guidance for area requirement per capita. The play and recreation strategy meets the quantum requirement. In terms of breakdown by type and distribution, the approach is adapted to ADC Officers requirements:

- Large destination play areas are centralised into two primary areas comprising over-sized Neighbourhood Equipped Areas for Play (NEAPs), and secondary destination areas of Locally Equipped Areas for Play (LEAPs);
- Community play areas comprise LEAPs and Local Areas for Play (LAPs) within and around the four development parcels, and
- Nature play hubs, indicatively the size of LAPs, are distributed within the Lidsey Rife corridor.

The Green Link should provide a range of play provision comprising LEAPs, and LAPs. Play provision should comprise of natural materials where possible and be well located to ensure it meets community requirements.

Activity trails enhance the proposed pedestrian network by incorporating nodes, or hubs, relevant to a variety of different activities or interests. Each journey provides opportunities for different user types to experience a varied and dynamic landscape.

The Lidsey Rife Linear Park should include ecologically-focused trails, with the more active trails, such as the 'play & recreation trails' linking destination play areas, located away from the ecologically-sensitive zones such as the rife corridor.



Local Area of Play [LAP]

6. Illustrative Masterplan

6.3 Response to Edge Conditions

Chapter 3 'Understanding the Application Site' identified existing edge conditions along the site boundary. The new development will successfully adjoin the existing residential areas ensuring a defensible boundary is maintained for existing residents. The northern parcels of the site are referred to as the 'mini masterplan'. The illustrative masterplan's response to these conditions include the following:

- 1 The proposed development provides a back-to-back interface with existing dwellings along its northern boundary with Eastergate;
- 2 New areas of public open space are proposed in response to the existing features of the site, with the Lidsey Rife Linear Park and cricket pitch located to preserve the setting of St George's Church, a Grade II* building;
- 3 Public open space is proposed adjoining the existing PRoW, providing an enhanced green link including play, sustainable drainage and commuting pedestrian and cycle paths;
- 4 The boundary with St Philip Howard Catholic School incorporates a combination of play as well as drainage strategy elements and the Public Right of Way (PRoW); and
- 5 Dwellings fronting onto the existing railway line with the linear park interface comprising of pedestrian and cycle routes and play opportunities.

KEY

* St George's Church

* Cricket pitch

--- Railway line



Response to Edge Conditions Key Plan

6. Illustrative Masterplan

6.3 Response to Edge Conditions



Extract of Eastern Edge of Illustrative Masterplan

REALIGNMENT OF THE PUBLIC RIGHT OF WAY

The interface with St Philip Howard Catholic School incorporates a holistic approach to the design and position of individual elements within the public realm.

The existing School Stream has been realigned to enable it to run alongside the school's boundary (running adjacent to the potential future school parking and proposed substation) and alleviate any flooding issues within the school.

Sustainable drainage elements required to support this area of the site sit alongside play provision, with opportunities for play alongside areas of biodiversity as well as serve as buffer areas required between play and dwellings.

It is proposed the existing Public Right of Way (PRoW) is realigned, weaving through the various elements described above, providing access to them, as well as benefiting from enhanced surveillance from adjacent built form and play areas. The realigned PRoW will cross the East-West Link Road with potential for future connections to the south of the railway.

KEY

- ① Indicative realigned PRoW
- ② East-West Link Road
- ③ Indicative attenuation pond
- ④ Crossing along the East-West Link Road
- ⑤ Potential location for substation
- ⑥ School Stream
- ⑦ Indicative location of play area
- ⑧ Potential Expansion Area for St. Philip Howard Catholic School

6. Illustrative Masterplan

6.4 Character Areas

CHARACTER AREAS

Three broad areas of distinct character have been identified in the Development Areas Character Parameter Plan submitted as part of the Outline Planning Application. This section describes these areas in more detail using illustrative plans and images to explain their key characteristics. For further detail on building typologies, scale, disposition of built form and streets, please refer to Section B of the Design Principles Document.

The character areas have been defined by their relative edge condition. The mini masterplan aims to mirror the heights and density of the existing developments, with higher density and taller dwellings leading into the Neighbourhood Core.

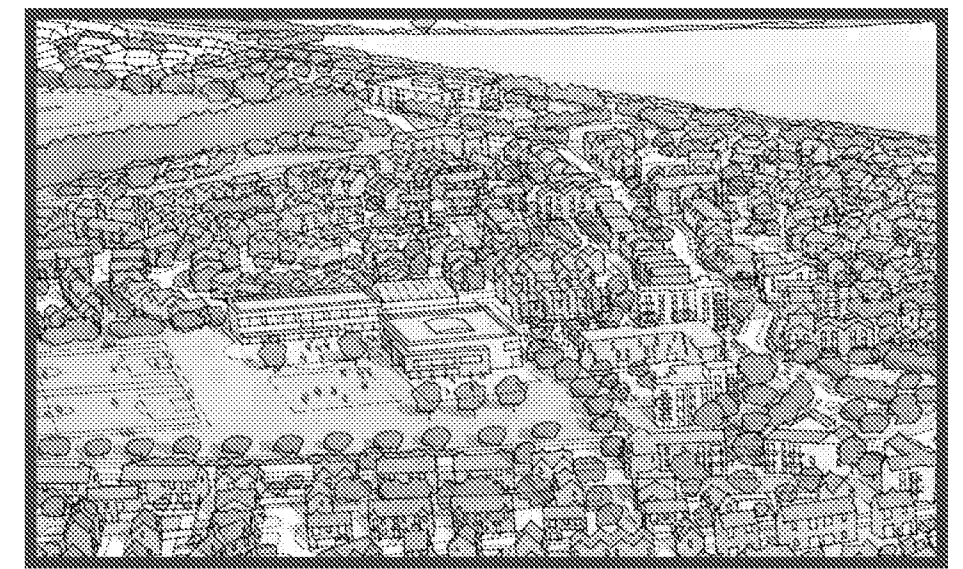
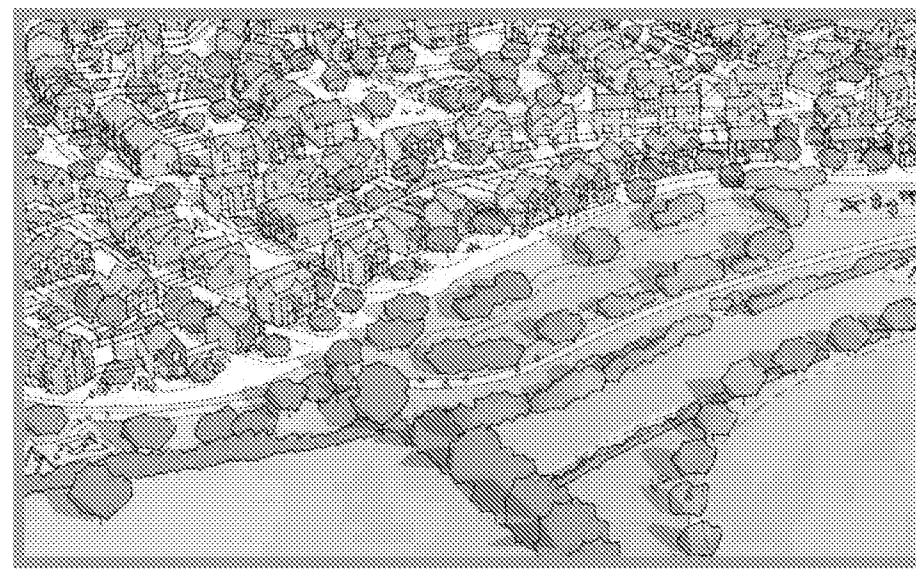
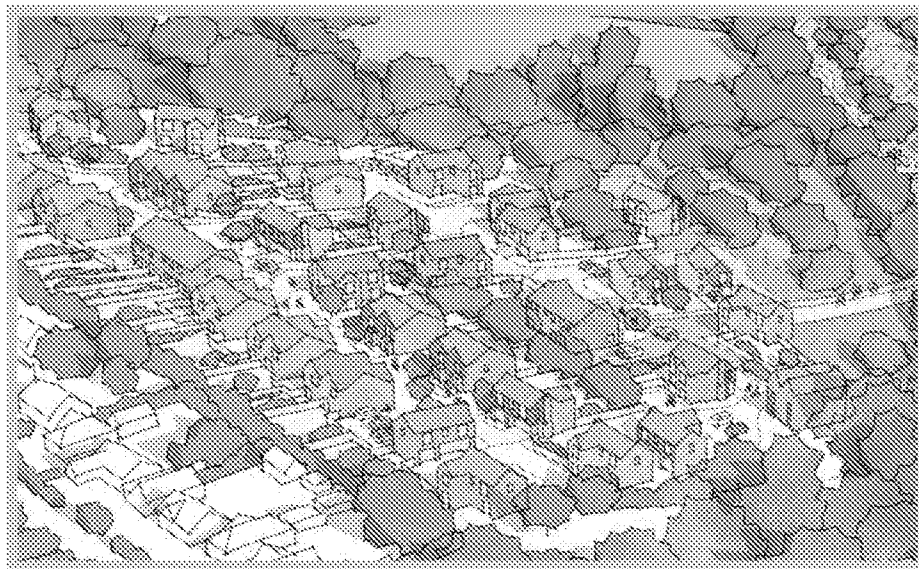
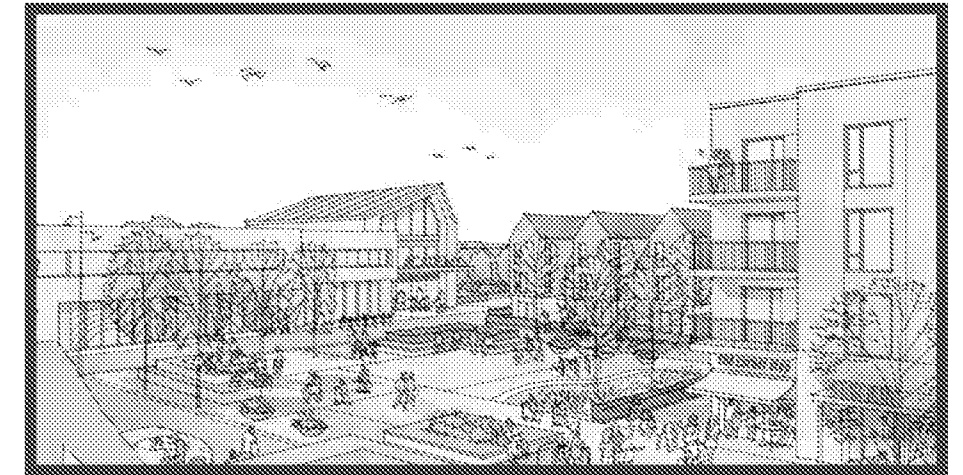
- KEY
- Mini Masterplan Urban Extension
 - New Neighbourhoods
 - The Neighbourhood Core



Character Areas Key Plan

6. Illustrative Masterplan

6.4 Character Areas



1. MINI MASTERPLAN URBAN EXTENSION

Density of up to 30 dph

Dwellings will be predominantly 2 storeys with some 2.5 storey, including semi-detached and detached typologies with some short terraces. Large, detached homes can feature on key corners. Parking will predominantly be set back behind the building line with garages between dwellings or integrated into the dwelling. Streets will have an informal nature with varied setbacks and subtle differences to the angle of dwellings relative to the street to stagger the building line. The principles which define the character can be found in Section B of the Design Principles Document.

2. NEW NEIGHBOURHOODS

Density range of approximately 30 to 40 dph

Dwellings will be predominantly 2-2.5 storeys with some 3 storey on prominent frontages. Typologies will vary with a mix of terraced and semi-detached homes. Apartments or detached dwellings may feature, for example, on key corners. A variety of parking arrangements will be used depending on house types but predominantly parking between buildings with parking courts as required for terraces and apartments. Streets will have a semi-formal nature with repeated typologies and a more consistent setback and alignment. The principles which define the character can be found in Section B of the Design Principles Document.

3. THE NEIGHBOURHOOD CORE

Density range of approximately 30 to 60 dph in the mixed use area surrounding the Neighbourhood Square

Dwellings will be 2-3 storeys with apartments predominantly 3 storeys with some 4-5 storeys. Typologies will be predominantly semi-detached, terraced and apartments. A variety of parking arrangements will be used depending on house types, including on-plot frontage and parking courtyards. The use of repeated typologies will create a rhythm and order to the street scene with apartment buildings featuring on prominent corners to create variation in the roofline. The principles which define the character can be found in Section B of the Design Principles Document.

6. Illustrative Masterplan

6.4 Character Areas

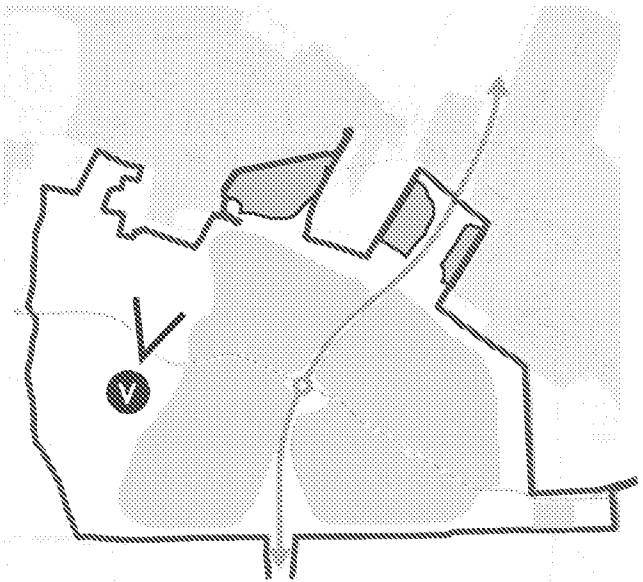
1. MINI MASTERPLAN URBAN EXTENSION

The Mini Masterplan Urban Extension Character Area, referred to as the 'mini masterplan', occupies the northern residential parcels of the application site, forming sensitive extensions of Barnham and Eastergate, serving as the northern gateway into BEW Parcel SC1 from Barnham Road.

It adjoins the existing neighbourhoods of Barnham and Eastergate, and the design, layout and scale of built form will be sensitive to the existing villages as well as the emerging scheme coming forward on third party land within the mini masterplan area. Dwellings will be predominantly 2 and 2.5 storeys with a range of homes. Homes will be predominantly larger dwellings on generous plots to establish a low-density and character appropriate to its setting. Detached and semi-detached houses with occasional groups and clusters of terraced homes will define mews spaces or courts within parcels, achieving a variety in character.

The area incorporates a cohesive response to the existing Public Right of Way (the Green Link) to the south by linking existing and new pedestrian and cycle routes to it.

Built form principles such as building line, frontage access and housing typologies have been set out in Section B of the Design Principles Document.



Mini Masterplan Urban Expansion Character Area Key Plan

- KEY**
- ① Woodland buffer to existing residential
 - ② Green Link
 - ③ Public open space including SuDS
 - ④ Dwellings backing on to existing back gardens
 - Ⓥ Approximate location of illustrative view



Mini Masterplan Urban Expansion Character Area Illustrative Masterplan Extract

6. Illustrative Masterplan

6.4 Character Areas



6. Illustrative Masterplan

6.4 Character Areas

2. NEW NEIGHBOURHOODS

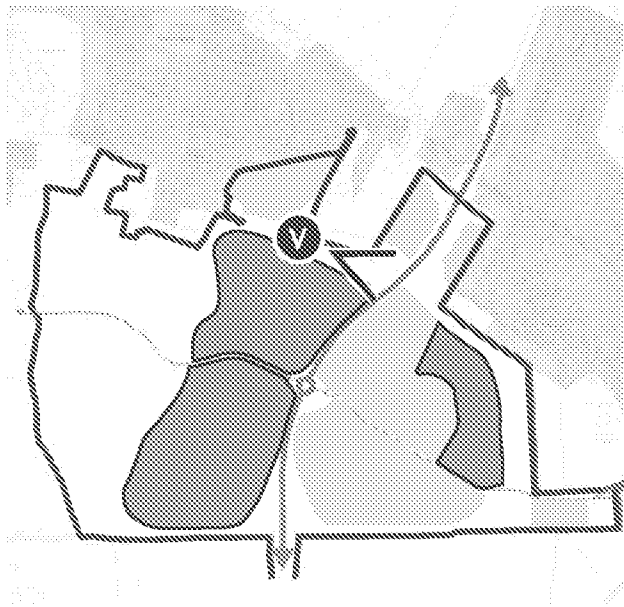
This area of development will be a new settlement in a landscape setting that responds to the diverse character of the public realm it sits within.

Whilst being broken up by elements of landscape and infrastructure, the New Neighbourhood will adopt a cohesive approach in terms of its built form character with an increased overall medium density compared to the mini masterplan urban extension character area.

Development will predominantly be 2 to 2.5 storeys with key corners and marker buildings up to 3 storeys along the Lidsey Rife Park, and buildings within key areas going up to 4 storeys along the East-West Link Road and the A29.

A broad range of house types will be evident in this area to reflect the varying characters across its expanse – from a formal arrangement of terraced houses and apartment blocks along the Strategic A29 route and along the East-West Link Road, to larger semi-detached and detached dwellings responding to the softer edges along the Lidsey Rife Park and the green corridors.

Built form principles such as building line, frontage access and housing typologies have been set out in Section B of the Design Principles Document.



New Neighbourhoods Character Area Key Plan

- KEY
- 1 Lidsey Rife Linear Park
 - 2 Pocket park and local equipped area of play (LEAP)
 - 3 Green Link including SuDS and play provision
 - 4 Houses along the A29
 - 5 Approximate location of illustrative view



New Neighbourhoods Character Area Illustrative Masterplan Extract

6. Illustrative Masterplan

6.4 Character Areas



Artist's impression looking east along the Green Link

6. Illustrative Masterplan

6.4 Character Areas

3. THE NEIGHBOURHOOD CORE

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

Dwellings are predominantly 3 storeys, with key corners and frontages featuring 4 and 5 storeys where appropriate.

Predominantly terraced, urban house types* and flat blocks are located within this area, ensuring a high degree of enclosure, with detached or semi-detached dwellings featuring along parcel edges.

Built form principles such as building line, frontage access and housing typologies have been set out in Section B of the Design Principles Document. The Neighbourhood Square and the surrounding uses have been identified as a Key Grouping in the Design Principles Document; please refer to Section A for further detail.

*Urban house types are compact house types that typically create a continuous built frontage. These typologies are predominantly narrow-fronted, linked, or terraced dwellings with shorter private rear gardens or patios. Occasionally additional private amenity space is provided through upper-level terraces, side gardens, and may have access to shared or semi-private amenity spaces.



Neighbourhood Core Character Area Key Plan

KEY

- ① Primary school and playing fields
- ② School building fronting the Neighbourhood Square
- ③ Mixed use buildings
- ④ Landscaped gateway to neighbourhood
- ⑤ Pocket park and local equipped area of play (LEAP)
- ⑥ Approximate location of illustrative view



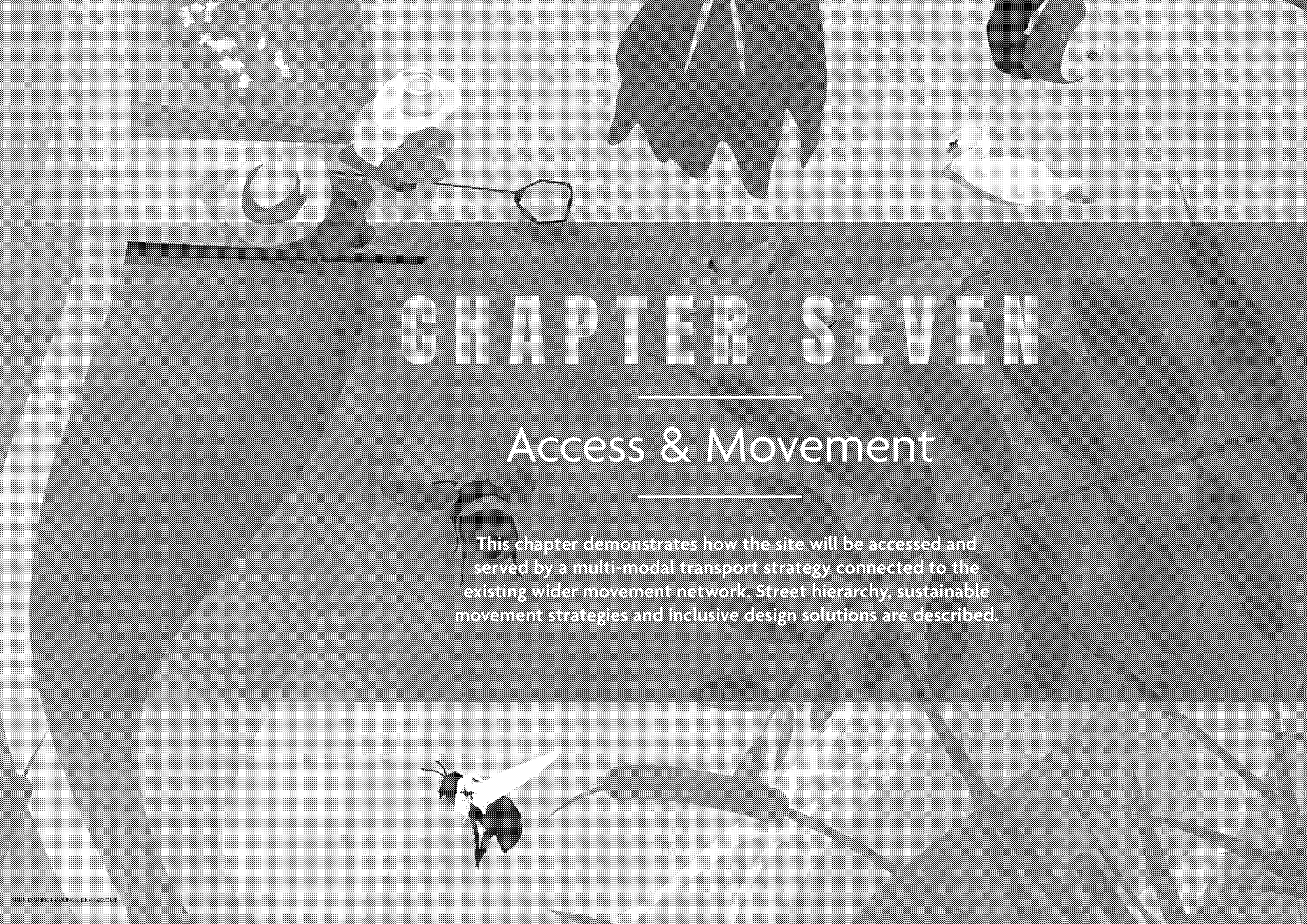
Neighbourhood Core Character Area Illustrative Masterplan Extract

6. Illustrative Masterplan

6.4 Character Areas







CHAPTER SEVEN

Access & Movement

This chapter demonstrates how the site will be accessed and served by a multi-modal transport strategy connected to the existing wider movement network. Street hierarchy, sustainable movement strategies and inclusive design solutions are described.

7. Access & Movement

7.1 Site Access

As part of this Outline Planning Application, several strategic highways infrastructure elements are designed in detail. A route for the realigned A29 is proposed through the strategic allocation to relieve pressure on the existing transport network. The application provides full details for the entire A29 re-alignment to facilitate the ability to deliver the road in a timely manner and not rely on subsequent applications, and the detailed design of the A29 has been developed in accordance with guidance from West Sussex County Council (WSCC). Various access points to the site have been designed to connect to key routes and provide access to various modes of transport as shown on the diagram opposite.

VEHICULAR ACCESS

Three vehicular access points into the site (1,2,3) are designed to connect to the realigned A29, which also provide walking and cycling routes. This section of the proposed realigned A29 ties into the first part of the proposed A29, delivered by WSCC and known as A29 Phase 1 (subject to planning permission reference WSCC/052/20). The development will also provide a new roundabout on Barnham Road, which forms the main site access (1).

The southern connection of the realigned A29 is south of the Lidsey Bends and will be in the form of a new roundabout with an associated reduction in traffic speeds in this area (4). The route of the realigned A29 will pass over the railway via a bridge. Additional connections to the west of the site will be provided by the East-West Link Road, where the connection will be provided by Cala development (3), and to the south, the Hanbury Link (5).

PEDESTRIAN & CYCLE ACCESS

Additional access points for pedestrians and cyclists are also proposed through linkages between new routes within the site and a diverted PRow. Two of these connections are provided along the site's eastern boundary (6&7) and northern boundary (8&9).

KEY

- | | | |
|---|---|---|
|  Planning Application Boundary |  Access from Barnham Road Roundabout |  Pedestrian/cycle access to Barnham station |
|  Realigned A29 |  Access from A29 bridge crossing over railway |  Pedestrian and cycle access along existing PRow |
|  Vehicular access |  Access from Westergate (downgraded A29) via East-West Link Road |  The Boweries pedestrian link |
|  Existing A29 |  Southern vehicular access |  Pedestrian link from Church Lane |
|  West Coastway railway line |  Hanbury Link Vehicular access | |
|  East-West Link Road | | |



Site Access Plan