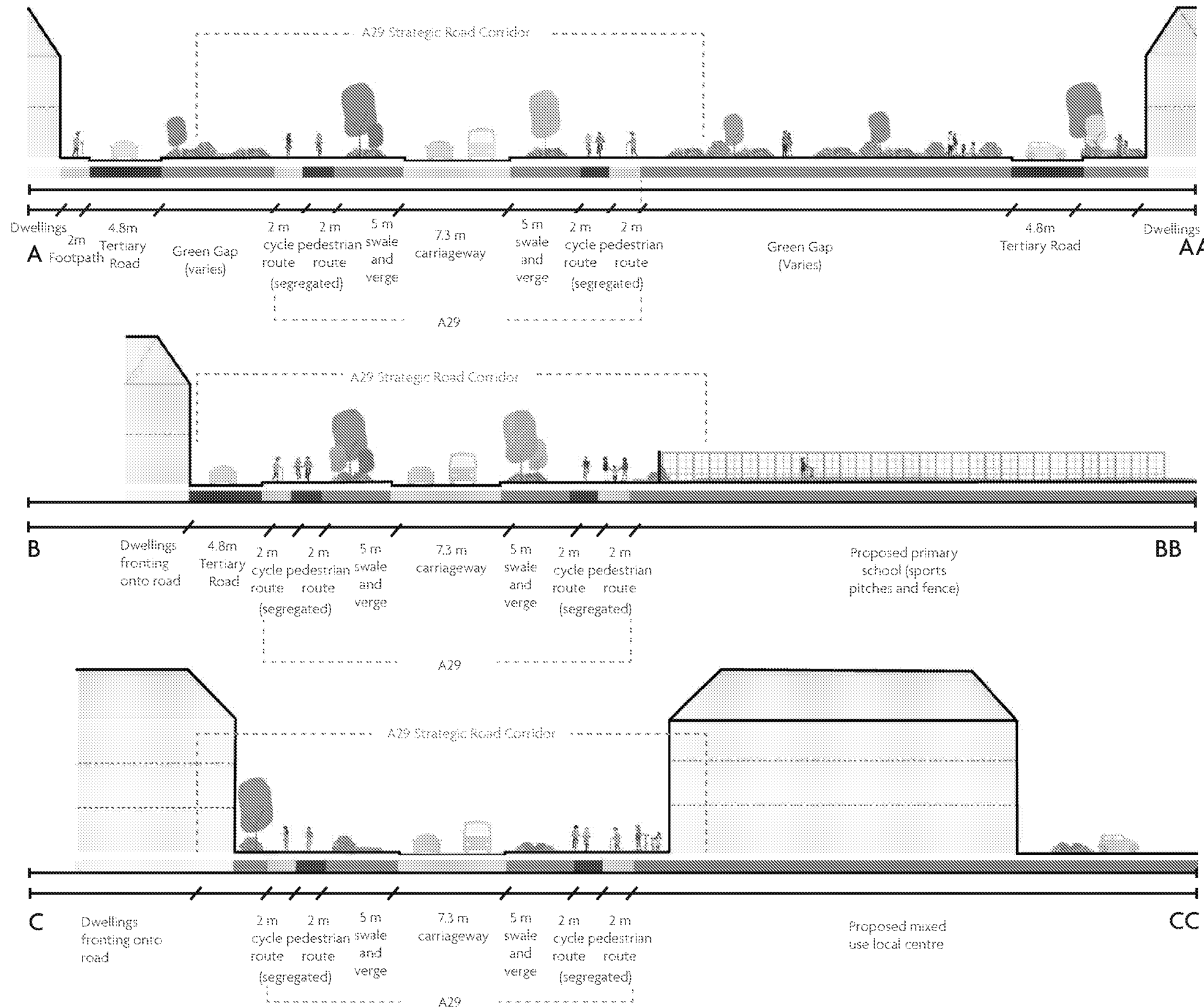


7. Access & Movement

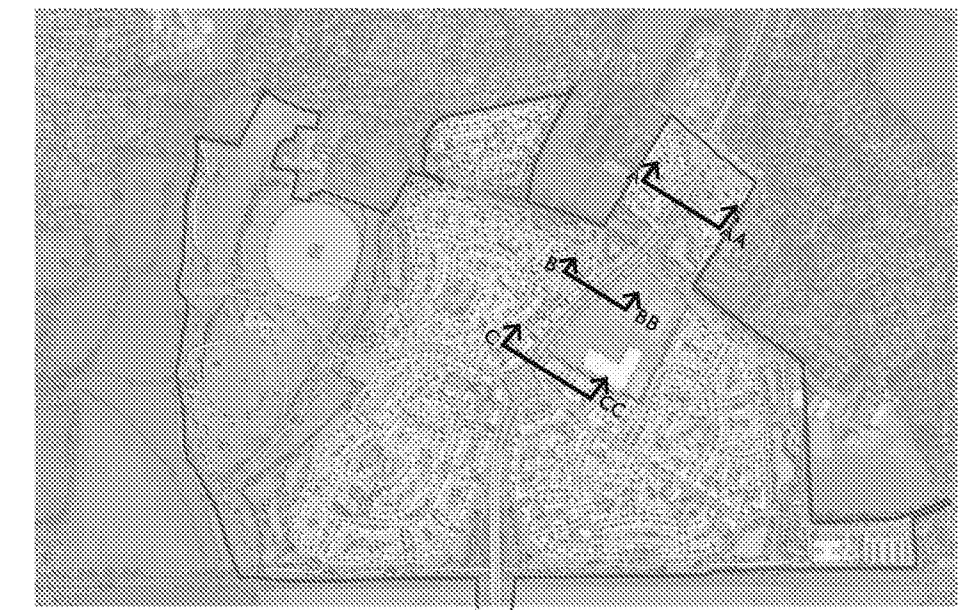
7.2 The A29



The realigned A29 is a strategic link that aims to relieve traffic congestion. It is designed as a 30mph single carriageway (7.3m wide) and creates a safe and pleasant environment for pedestrians and cyclists through a segregated footway/cycleway. For permeability, a number of pedestrian crossing points across the A29 provide connectivity east to west. Between the carriageway and footway/cycleway, landscaped verges include swale features for surface water run-off along with clusters of street trees. Bus stops and services are expected to be provided along the realigned A29 to provide further connections to the wider area and will continue to be discussed with Stagecoach during determination. For more detail on the design of the A29, please refer to the detailed drawings submitted as part of this application.

The interface between the A29 and residential parcels is dictated by the area between the residential parcels and the segregated pedestrian and cycle route along the A29. This interface area includes a potential earthworks zone necessary for the construction of the road (the extent of earthworks and road landscaping will be agreed upon via condition in the application). Any residual land within this zone can form part of development parcels within the site boundary, south of the railway; this land will be used for temporary landscaping until the adjacent residential parcels come forward under separate applications.

Three sections illustrating the design for the A29 are included on this page. For more detail on the built form interface along the A29, please refer to Sections B & C of the Design Principles Document.



A29 Sections Key Plan

7. Access & Movement

7.3 Street Hierarchy

STREET HIERARCHY

The development will promote a legible and permeable network of roads, and the drawing opposite illustrates the key routes proposed at BEW Parcel SC1.

The realigned A29 will be a strategic route, principally designed to distribute wider vehicular movement. While it will provide access to and through the site, its primary function is to support improved wider connectivity and alleviate the current pressure on the network.

A well-connected network of roads will provide access through the site to new homes and mixed uses. The movement network has been developed in accordance with a road hierarchy, with strategic roads connecting to existing infrastructure, the East-West Link Road running through the centre of the site will feed off this route and link new neighbourhoods. Secondary roads will connect to the East-West Link Road and in combination with tertiary roads will connect to homes and mixed uses within development parcels. Further detail on the character of each road type is included on the following page.

The location of the internal road network is indicative and will be defined through detailed design stages. Further detail on the proposed relationship between built form and the proposed street network is provided in Section B of the Design Principles Document.

- KEY**
- A29 - Strategic highway
 - East-West Link Road
 - Secondary roads (indicative alignment only)
 - Secondary road (Outside OPA Boundary)
 - Tertiary roads (indicative alignment only)



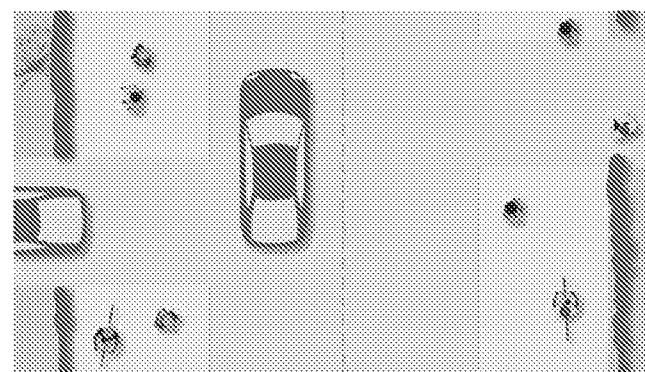
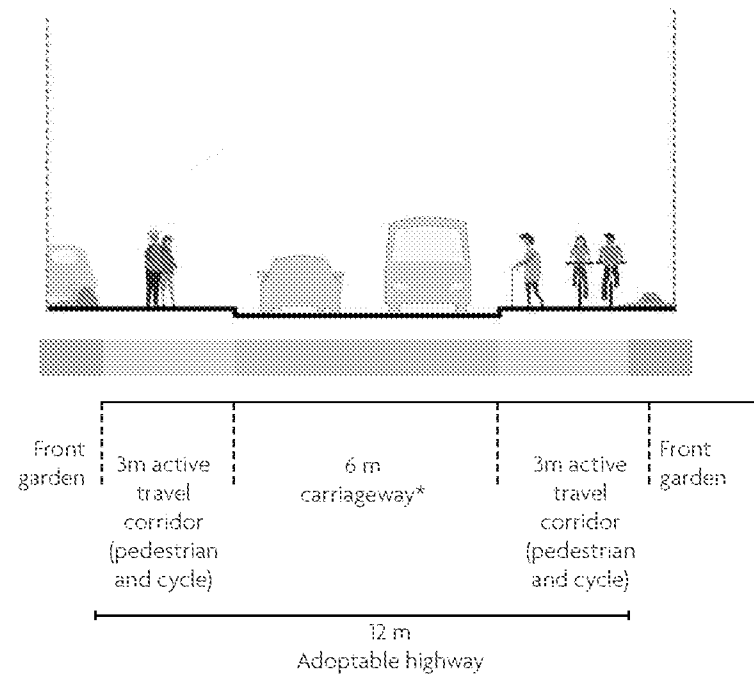
Street Hierarchy Plan



7. Access & Movement

7.3 Street Hierarchy

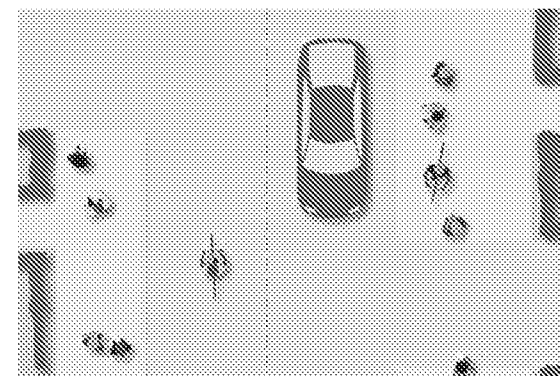
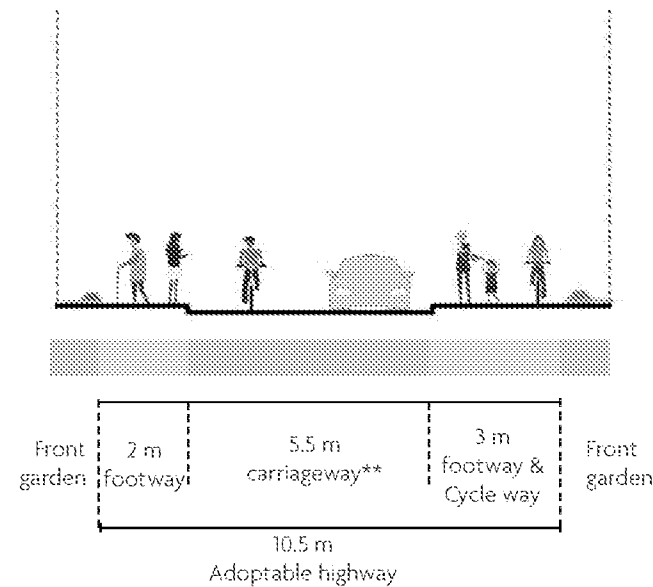
EAST-WEST LINK ROAD SECTION- TYPICAL



East-West Link Road plan and section

The East-West Link Road is designed as a low speed, 20mph route connecting east to west within the site. The road will vary in character along its route and integrate with several crossing points. The road terminates to the east at the car park adjacent to Barnham Station and connects west to the existing alignment of the A29. Further detail on streets and the relationship of roads to built form, please refer to Sections A & B of the Design Principles Document.

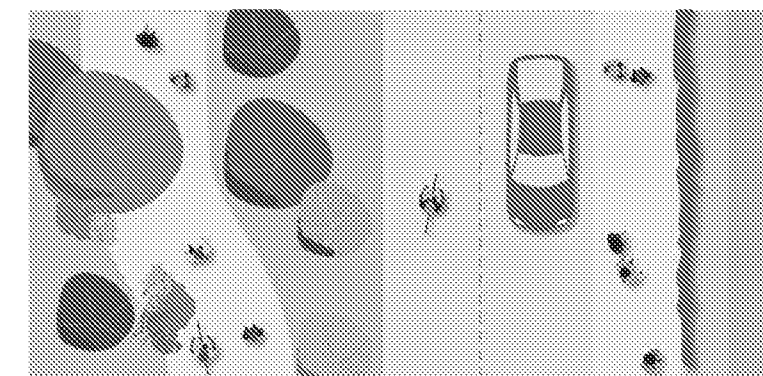
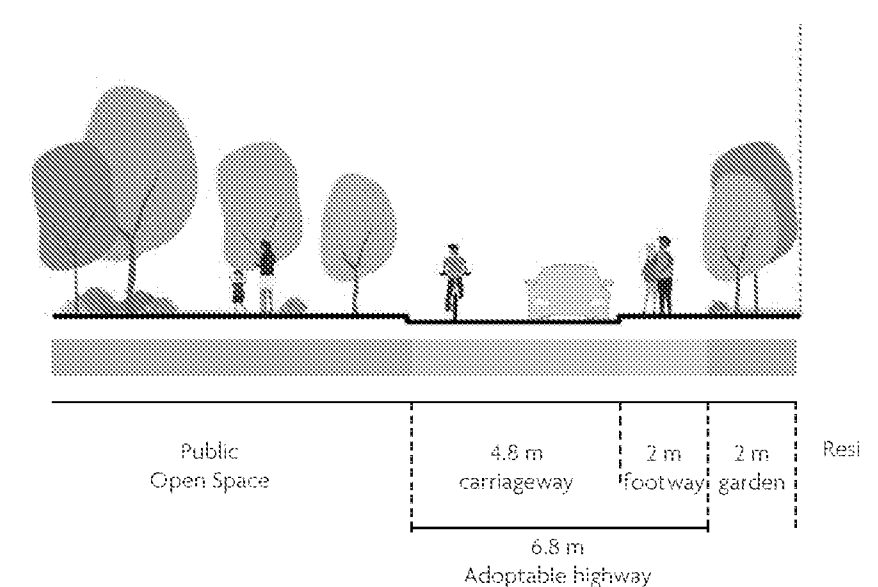
SECONDARY ROAD SECTION- TYPICAL



Secondary road plan and section

A series of smaller loops, secondary roads are designed as a low speed, maximum 20mph route and to provide routes through the site and serve the residential neighbourhoods and mixed use areas. The secondary road design will depend upon the layout of the development parcels it is intended to serve. Where appropriate, variations to provide increased areas of landscaping, horizontal deflection and surface treatment should be used to slow traffic and create interest along the street. Further detail on streets and the relationship of roads to built form, please refer to Sections A & B of the Design Principles Document.

TERTIARY ROAD SECTION- ALONGSIDE OPEN SPACE



Tertiary road plan and section

Typically, tertiary roads will only be used by people living in or visiting that area and will be narrower and less formal in character than secondary roads. Variations to provide increased areas of landscaping, horizontal deflection and surface treatment can be used to slow traffic and create interest along the street. Tertiary roads may have a dropped kerb line and no road markings to encourage reduced speeds and enable pedestrian priority, and occasionally parking along the road may occur. Further detail on streets and the relationship of roads to built form, please refer to Sections A & B of the Design Principles Document.

7. Access & Movement

7.4 Sustainable Movement

The illustrative masterplan promotes a network of active travel routes to make these the most attractive way of travelling across the site. The proposed footway and cycleway network will be coherent, safe, comfortable, and attractive, as per the latest national guidance. These routes will include those which are faster and direct, while also including slower-paced leisure and recreation routes, including wellness trails. The routes comprise a combination of on and off-street infrastructure, with segregated foot and cycleways, provided north to south along the A29 and a shared route along the East-West Link Road. Several crossings are proposed to encourage permeability, with the majority of these at-grade, including at intervals along the A29. Routes will include wider links, including linkages to the south of Barnham Road and a new cycle route along the Lidsey Rife as part of the 'South Downs to Coast' strategic route.

The proposal will promote sustainable modes of travel. A green link and proposed off-road segregated cycle route for pedestrians and cyclists will be provided east to west to connect Barnham Station and St Philip Howard Catholic School to Church Lane in Eastergate. The existing Public Right of Way (PRoW) towards the eastern perimeter of the application boundary will be redirected to tie in with proposed routes and crossings. In addition, a network of tree-lined paths exclusively for walking and cycling will link to these routes and are proposed to run around the site. A wellness trail is expected to provide a slower, more circuitous route around the site for predominantly exercise and leisure journeys. The design of the streets and how people use them will need to be considered when the characters of the individual neighbourhoods are being defined and will be covered in more detail in the Design Principles Document. The Neighbourhood Centre is approximately within a 1.5km walk of Barnham station, which would take between 15-30 minutes depending on age and ability.

KEY

- | | |
|--|---|
|  Planning Application Boundary |  Proposed extension of South Downs Cycle route |
|  Railway Line |  Proposed realigned Public Right of Way (PRoW) |
|  Segregated footpath and segregated cycleway |  Proposed footpaths |
|  Proposed off road path shared by pedestrians and cyclists |  Pedestrian permeability within parcels |
|  Potential for future extension of routes south with crossing integrated with railway |  Potential for wellness trail |
|  Proposed off road segregated cycle route for pedestrians and cyclists |  Existing 66 bus route (To Yapton / Bognor Regis and Chichester) |
| |  Potential bus stop |



Sustainable Movement Plan

7.4 Sustainable Movement



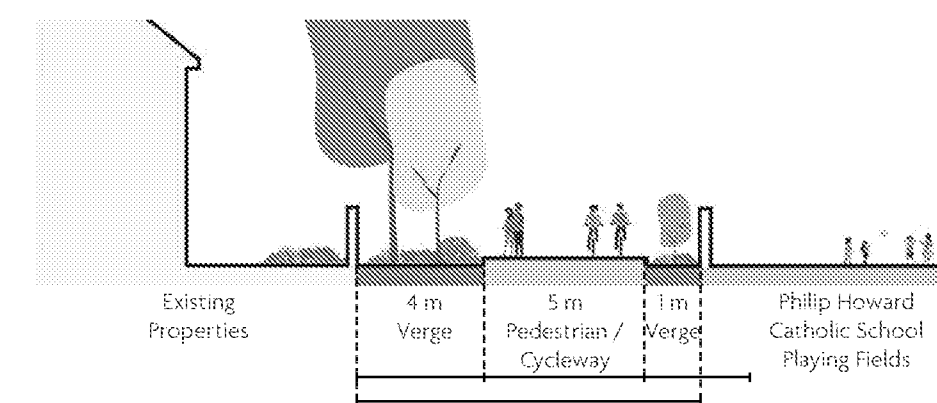
Artist's impression looking along the East-West Link Road

PUBLIC TRANSPORT

The A29 is designed at a width to accommodate a high quality, frequent bus service. In addition, bus stops will be provided along the length of the road at a regular spacing to ensure pedestrian accessibility to the stops, as is indicated on the Sustainable Movement Plan. Discussions are ongoing with Stagecoach on the exact details of the bus service to be provided, but it is likely to be routed along the realigned A29 for a section of the route. The introduction of real-time information at bus shelters at key locations along the route and the use of technology, including smart ticketing and real-time phone apps, will be explored with the bus operator. The supply of bus vouchers to new residents would also be explored as part of the overarching Framework Travel Plan for the site. The routing of any potential public transport routes, including bus routes, will be confirmed through detailed design stages to increase connectivity and accessibility for the proposed development and support a reduction in the number of cars.

CONNECTIONS TO BARNHAM RAILWAY STATION

Barnham railway station is in close proximity to the site, with all of the site within 2km (equates approximately to a 25-minute walk) of the station. Barnham station provides access direct to Bognor Regis, Chichester, London, Brighton, Portsmouth and Southsea, and more, with frequent service. Barnham station benefits from 62 cycle parking spaces, but current has limited car parking capacity. The proposed terminal car park will provide approximately 200 spaces for visitors to the station, and this will facilitate and encourage more use of the station and rail service, meaning short journeys by car from surrounding area to the station but fewer longer car journeys on the surrounding highway network. A specific 'Barnham Station Link' will be provided as part of the delivery of the individual development parcels, which will provide direct access by sustainable modes to Barnham station. Please refer to the Framework Masterplan Document for additional information on the Barnham Station Link.



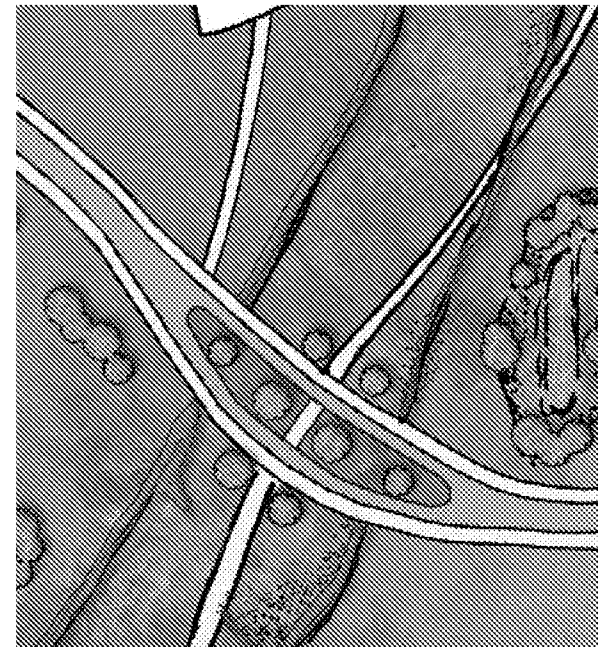
Illustrative Section of Barnham Station Link Total width of 10 m

7. Access & Movement

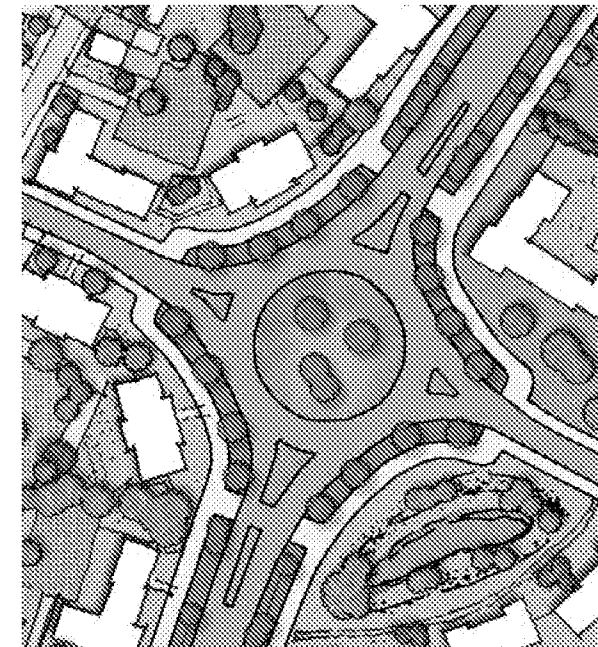
7.4 Sustainable Movement

PEDESTRIAN & CYCLE CROSSING POINTS

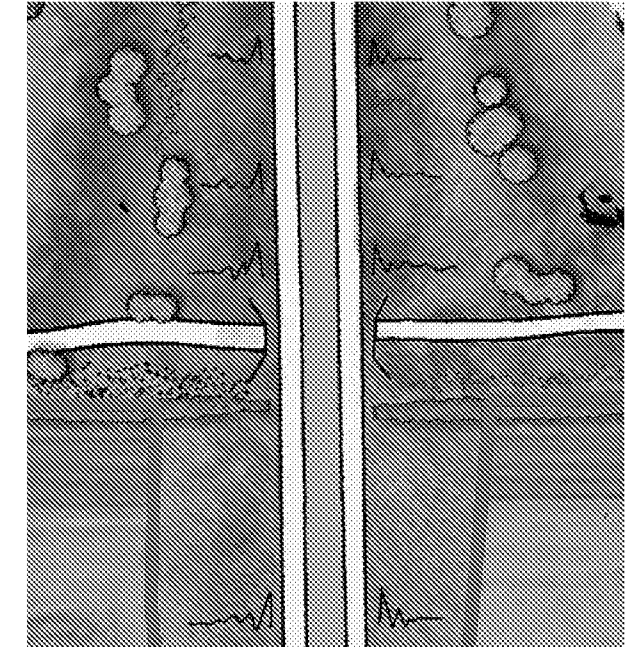
This page demonstrates the various pedestrian and cycle crossing points which are fixed as part of this application. These crossing points form a key part of the design of the East-West Link Road. The green link crossing of the A29 will be an important crossing for school children, and likely to be heavily used at certain times of the day.



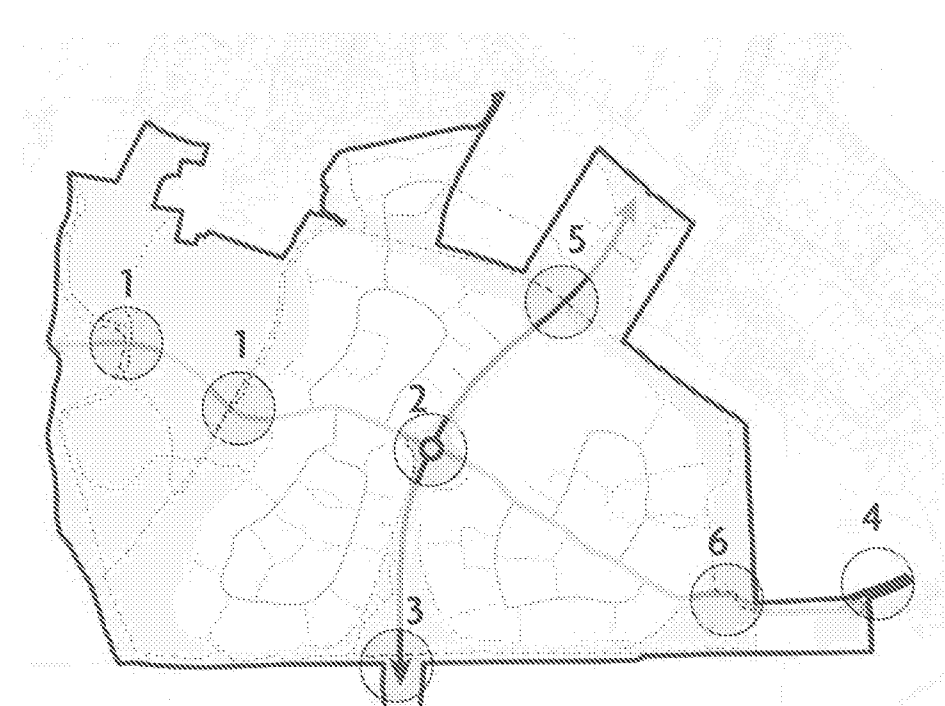
1 North to south pedestrian and cycle crossing of East-West Link Road - an at-grade crossing with a landscape island in the centre of the road.



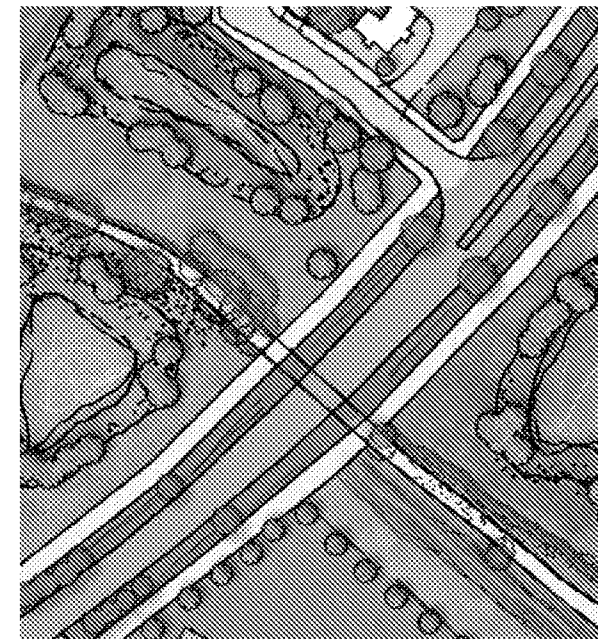
2 A29 & East-West Link Road roundabout - key points of crossing to access the Neighbourhood Centre



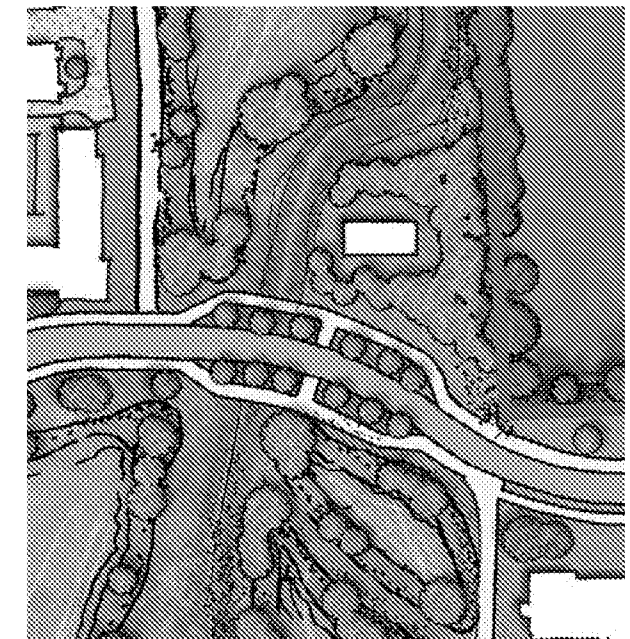
3 Pedestrian and cycle route under A29 bridge over railway provides additional east to west permeability



4 Barnham Station Link provides pedestrian and cycle connections to Barnham station



5 The Green Link crossing is an important signal controlled crossing, likely to be heavily used during school drop off/collection times



6 North to south pedestrian and cycle crossing of East-West Link Road - an at-grade crossing with a landscape island in the centre of the road.

Crossings Location Plan



Artist's impression looking north from the linear park towards Cricket Pitch and East-West link road crossing

7. Access & Movement

7.5 Parking Strategy

VEHICULAR PARKING STRATEGY

Car parking can have a significant influence on how well a development works. The amount, type and location of car parking generally affect the character and appearance of streets. Therefore, it is highly important to consider parking arrangements and an appropriate parking strategy.

Car parking will be provided in line with the masterplan's sustainability principles, local guidance and national best practice. Reserved Matters Applications will be expected to deliver the appropriate level of vehicular and cycle parking but ensure it does not dominate the built environment.

Car parking should be carefully integrated into the development in a manner that reduces its impact on the public realm. The parking should be safe and secure, and layouts must accommodate the safe passage of emergency, delivery and refuse collection vehicles. On-plot or on-street parking will be provided where applicable, including vegetation and trees, and with the implementation of street furniture. EV charging points will also be provided where possible.

The car parking requirement depends on the number of bedrooms and the parking behaviour zone (PBZ) into which the development falls. Requirements are set out in Table 2 of the WSCC Guidance on Parking at New Developments Document (an extract is included opposite). The proposed development is located in parking behaviour zone 2 (PBZ2).

The detail of the layout and quantum of spaces will be included in the submission for future Reserved Matters Applications, and more detail on the principles are included within the Design Principles Document.

A terminal car park at the eastern end of the East-West Link Road will provide additional parking provision (up to 200 spaces), providing easy access to Station. The station link also provides opportunities for cycle parking/storage.

CYCLE PARKING & STORAGE

Cycle parking will be provided according to the latest WSCC and Arun DC guidance and relevant national guidance. The car and cycle parking provision will be provided in line with WSCC principles A, B, E and F (listed below).

- **Principle A:** Accommodating parking demand – Parking provision should be sufficient to accommodate parking demand while exploiting the potential for sustainable travel, minimising adverse effects on road safety, and avoiding increased on-street parking demand.
- **Principle B:** Electric Vehicle Charging Infrastructure – ‘Active’ charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide ‘passive’ provision for these spaces to be upgraded in future.
- **Principle E:** Design Considerations – Developers will be expected to provide balanced, mixed, and flexible parking provision and ensure that all spaces are usable without creating highway safety issues such as vehicles overhanging footways. This should reflect best practices as set out in national guidance and best practice, such as ‘Manual for Streets’, and ‘Car Parking: What Works Where’, to ensure the high quality design of parking provision.
- **Principle F:** Sustainable Drainage – Parking areas should adopt sustainable drainage systems (SuDS) to minimise the risk of flooding in the County as part of a drainage strategy for the development.

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.1	1.1	1.1
3	5 to 6	2.2	2.1	1.6	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.3	2.2

Residential Parking Demand (spaces per dwelling): Table 2 Extract from WSCC Guidance on Parking at New Developments

Number of Bedrooms	Number of Habitable Rooms	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ homes (3+ bed)	1 space
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

Minimal levels of cycle provision: Extract from WSCC Guidance on Parking at New Developments

7. Access & Movement

7.6 Inclusive Design

Inclusive design aims to create places without barriers and enables everyone to participate independently in day-to-day activities without undue effort, separation or special treatment.

Particular consideration must be given to the requirements of the Equality Act 2010, which now supersedes previous legislation, including the Race Relations Act 1976 and the Disability Discrimination Act 1995.

THE EQUALITY ACT (2010) & 'DISABILITY'

The Equality Act has been in force since October 2010 and replaces, amongst other legislation, the Disability Discrimination Act (DDA). However, the same underlying philosophy regarding discrimination on the grounds of disability applies, and the duties placed on the physical design of the built environment remains unchanged. In summary, the Equality Act 2010 aims to protect nine identified 'protected characteristics', of which 'Disability' is one. The Equality Act provides legal rights for disabled people in the areas of:

- Employment;
- Education;
- Access to goods, services and facilities;
- Buying and renting land or property; and
- Functions of public bodies.

The Equality Act, although not prescriptive, includes an intent to offer disabled people an accessible environment that does not discriminate against them because of their impairment. Statutory regulations and recommendations for the built environment provide parameters for how development can achieve an accessible environment. Compliance with these regulations and recommendations is not proof that Equality Act issues have been addressed. They do, though, go a long way to ensuring such issues are considered.

In the Act, the term 'disability' includes not only disabled people but also people who have an association with a disabled person (e.g. Carers and parents) and people who are perceived to be disabled.

THE PROPOSALS

The proposed development will adhere to the best practice guidance provided by the Department of Transport and set out in 'Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (2002)'.

Safe access to buildings will be achieved by treating the proposed new neighbourhood as a pedestrian and cycle-friendly environment, where vehicular speeds are limited through traffic calming and careful design of vehicular routes. Principles advocated by Manual for Streets and Manual for Streets 2 are applicable and have been considered in developing the illustrative masterplan for the site.

Whilst designing streets, the following must be considered; A maximum longitudinal gradient of 5% is desirable. For tertiary roads, a gradient of 6% may be acceptable. In the steeper part of the site, a maximum gradient of 8% is acceptable.

The development will be designed and built in full accordance with the best practice guidance provided by the Department of Transport and with the Building Regulations, which set out technical standards for the quality and performance of buildings.





CHAPTER EIGHT

Evaluation

This chapter assesses the application proposals in terms of future sustainability and also their capacity to create a health promoting environment, describing strategies and objectives in each context.

8. Evaluation

8.1 Sustainability Strategies

JTP utilise their knowledge and experience in assessing each project for potential environmental design opportunities. These measures may range from the integration of passive solar design to the use of active energy-saving technologies.

At the outset of a project, we discuss with our clients what is feasible and where there are cost constraints. We will advise on the most cost-effective methods of achieving an environmentally responsive scheme. Some solutions are very simple; for example, changing the orientation of a scheme to embed passive design principles.

Other solutions may require rounds of testing to determine that they have the desired and anticipated impact. We have developed an in-house environmental assessment matrix whereby projects are reviewed under the following categories:

- Efficient use of resources
- Energy strategy
- Green infrastructure
- Blue infrastructure
- Movement strategy
- Health and happiness

This assessment tool enables us to capture the degree to which our projects embed the principles of sustainable design. For further information, refer to the supporting Sustainability and Energy Statements which align with these proposals.

EFFICIENT USE OF RESOURCES

TREADING LIGHTLY, USING RESOURCES WISELY

- During construction opportunities to utilise as much of the construction, demolition, and excavation material on site as possible will be sought and waste that does leave the site will be diverted from landfill as far as is feasible.
- All materials will be procured in line with a Sustainable Procurement Plan. Procurement of materials with environmental product declarations will also be considered and implemented where feasible to do so.
- During construction contractors will monitor and report on energy use, water use, waste generation and truck movements
- Appropriate internal space for general, recyclable, and food waste storage will be utilised during operation.
- Land within the flood zone along the Lidsey Rife Valley has been designed as a linear park.

BLUE INFRASTRUCTURE

REDUCING WATER CONSUMPTION

- Greenfield runoff rates will be achieved through varied sustainable water management options including swales, rain gardens, tree pits etc
- Key natural water features will be protected and celebrated in the urban design and landscaping strategy.
- Buildings and public realm will be designed to minimise the consumption of potable water.

ENERGY STRATEGY

REDUCING ENERGY CONSUMPTION & CARBON EMISSIONS

- Embodied carbon will be assessed in accordance with RICS methodology and a report on the embodied carbon of materials used in construction will be completed.
- Street and spaces will be designed to maximise the opportunity for solar gain, orientating houses southwards where possible, while retaining the design intent of the streets/spaces upon which they face.
- Buildings will be facilitated to reduce energy demand as far as possible. This could be achieved by deploying building fabric with high thermal performance, commensurate proportions of glazing and the use of exploring the use of MVHR to mitigate the risk of overheating and poor air quality.
- A sustainability champion role will be established during operation to regularly review opportunities for improvement.
- An energy strategy will be developed using the energy hierarchy, prioritising reducing demand, before supplying energy efficiently and innovatively, and finally deploying renewable technologies. The servicing will focus on providing efficient systems which look to minimise demand on the grid, consequently minimising both CO2 emissions and the cost of operation to the residents and tenants.
- Buildings will deploy a servicing strategy that enables a transition away from fossil fuels.

8.1 Sustainability Strategies

GREEN INFRASTRUCTURE

MAXIMISING OPPORTUNITIES FOR NATURE & BIODIVERSITY

- The new development will include a species-rich network of well-maintained and enhanced green spaces which respond to its local natural context, including the enhancement of existing green corridors.
- The development will exceed the emerging requirement to deliver a 10% biodiversity net gain. Measures will be undertaken to safeguard and deliver net gains where practicable for protected and notable species.
- BEW Parcel 5C1 will encourage a diverse range of habitats through the diversification of grassland, enhancement of the Lidsey Rife and use of bird and bat boxes incorporated into buildings across the development.
- Native and marginal species will be utilised to provide resilience to future climate change.
- Green corridors will provide a network of integrated spaces and features with simultaneous ecological and sustainable benefits. A variety of landscape characters will provide multi-purpose, biodiverse spaces for all ages and demographics.
- A new linear park will follow the Lidsey Rife and provide recreational space and leisure routes including a 'wellbeing trail'. The linear park will provide an opportunity to deliver strategic open space for the new development as well as Barnham, Eastergate and Westergate. The linear park will link into the green corridor network on the site, whilst providing key open space to the north and south of the site.
- There will be a strategy to ensure long-term stewardship of the landscape and public realm.
- Incidental green and open spaces within each parcel will encourage healthy lifestyles and engagement with nature.
- The green infrastructure strategy will be designed to encourage walking and cycling to nearby amenities with local shopping, business, schools, play space and Extra-Care provision / care home all within close reach of homes.

HEALTH & HAPPINESS

ENHANCING QUALITY OF LIFE

- The new development will include a variety of house types at different price points to suit the needs of the community and cater to residents over their lifespan. Homes will be flexible and adaptable to meet changing demands as people age and families grow.
- The Lidsey Rife Linear Park will protect and enhance the historic setting of St George's Church and Eastergate Church Lane Conservation Area.
- The provision and mix of facilities to be provided at BEW Parcel 5C1, including educational facilities, and community infrastructure, will respond to the needs and priorities of the local community.
- A variety of intergenerational open spaces for people of all ages and demographics will provide active educational opportunities as well as an opportunity for play and relaxation. These will include play spaces, walking trails and orchards.
- There will be a strong community identity to the new settlement which is sensitive to existing settlements and communities.
- The flexible Neighbourhood Centre with varied offerings will promote community cohesion. Key amenities will be accessible to all and help provide a breadth of employment uses.
- The proposed cricket pitch and pavilion could host regular sporting and recreational events to bring the community together.
- Regular engagement sessions will be offered to inform and report feedback from the community and maintain multiple forums of community information e.g. App, website, information boards.
- A community mobiliser will be introduced from day 1 of occupation to provide support.
- Fibre-optic cables will be delivered to provide superfast broadband and extensive mobile connectivity to facilitate digital connectivity for businesses and flexible working for residents.
- Home and co-working could be facilitated, responding to the Covid-19 pandemic and beyond.
- Businesses, local amenities and homes will be located in the Neighbourhood Centre to promote inward investment and support local services. Local jobs will be created through the construction period and in the employment accommodation and wider community infrastructure.
- The 20ha multi-functional Lidsey Rife Linear Park will include a 'wellbeing trail' providing health, wellbeing, and ecological benefits.

MOVEMENT STRATEGY

CREATING WALKABLE & ACTIVE COMMUNITIES

- The majority of homes will be within 0.5km (typically between 5-15 minutes) of the Neighbourhood Centre.
- All homes will be within close walking distance of green space.
- All homes will be within walking distance of a bus stop. Pedestrian/cycle link to Barnham Station will be provided through the site.
- The development will target a shift to active modes and provide improvements to local cycle networks, both on and off site. Active modes of travel promote healthy people and a population who are walking and cycling within the development, rather than isolated within cars, are more likely to stop and talk to each other and take pride in their environment and community, fostering a cohesive society.
- Active travel and public transport will be encouraged. Homes will provide dedicated cycle storage space and appropriate EV charging infrastructure. E-bike, e-scooter, shuttle bus, and other micro-mobility solutions will be explored. Additional convenient car parking at Barnham Station will aim to encourage public transport use for longer journeys.
- Off-street parking will be discrete and streetcapes will provide flexibility to adapt to a car-free future.
- The active travel network will be comprised of leisure routes along green corridors and infrastructure designed into all vehicular roads. Segregated cycle and pedestrian routes along the A29 will provide safe and direct north to south connections, along with a shared cycle and pedestrian routes along the East-West Link Road. A pedestrian/cycle link to the station will be provided from the earliest phase to ensure wider connectivity.
- The maximum speed on the realigned A29 will be 30mph, road and all other roads including the East-West Link Road and secondary/tertiary roads will be 20mph or below, to ensure safer streets.
- The proposed pedestrian and cycling network will connect into and enhance the surrounding existing network, encouraging active travel.

8. Evaluation

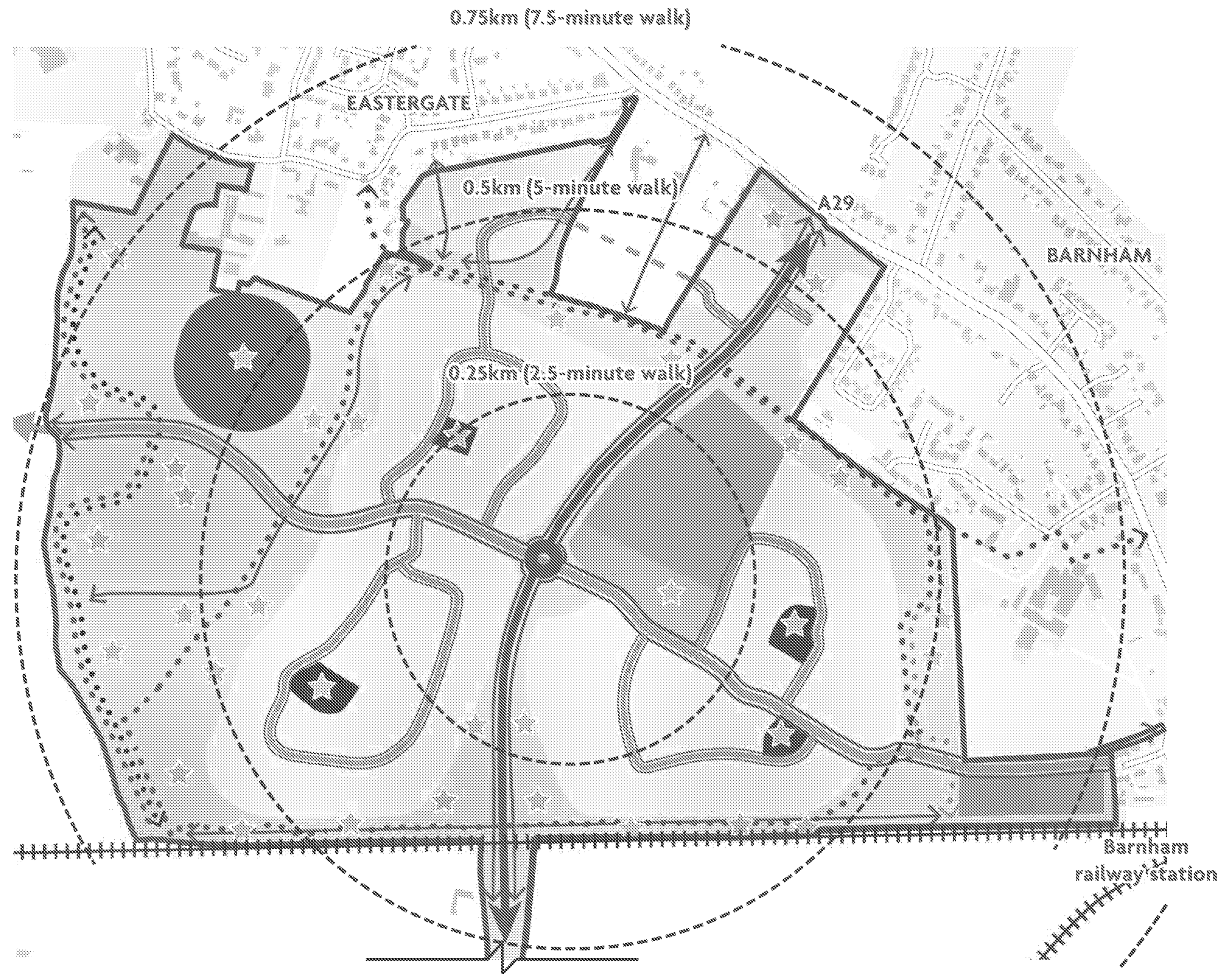
8.2 Healthy Placemaking

Public Health is an increasingly important matter on the agendas of local, national and international policy makers. This emerges in parallel with an increasing realisation that the way neighbourhoods of all sizes are planned and connected has a major part to play in alleviating a wide range of 'avoidable' health problems.

Built form, open space, movement and parking strategies all need to be balanced to create sustainable, liveable, healthy environments. Research shows that well-designed places that encourage regular exercise in daily life reduce our susceptibility to a wide range of diseases, including heart problems, type 2 diabetes and cancers, whilst good air quality limits asthma and other respiratory illnesses. Better health improves life quality and reduces time lost at work, thereby raising the productivity of businesses and the prosperity of employees. Reduced traffic congestion saves time and avoids boredom, tiredness, frustration and 'road rage'. Good placemaking produces convenient and harmonious environments that overcome many of these negative impacts and create healthier, wealthier societies. The health problems and the active ways to address, which have been shown in the table, have been identified through research into multiple publications; primary sources which include:

- Halpern, D. (1995) 'Mental Health and The Built Environment'. London, Routledge.
- Jones, R. & Yates, G. (2013) 'The Built Environment and Health: an evidence review'. Glasgow, Glasgow Centre for Population Health.

- KEY**
- Walking distance from the centre of site
 - Mixed use neighbourhood centre: maximum 15 minutes' walk from the majority of all new homes
 - Education: school located within the neighbourhood centre and fronting the neighbourhood square to encourage activity and create a lively environment, with active travel with safe and direct walking/cycle/bus links to school from all homes
 - A network of 40 hectares of multifunctional open space including a 20 hectare Linear Park: Accessible green leisure loops with direct pedestrian and cycle links, leading to a variety of welcoming open spaces, including squares, parks and playgrounds. Homes fronting onto these spaces and with doorstep access
 - 4km circular walking and running route
 - Pocket parks: doorstep areas of green to aid community cohesion within all parcels
 - ★ Social interaction, community integration and multigenerational activities: neighbourhood square events, a new community hall, primary school, sports facilities, natural open space and community orchards
 - An extensive network of pedestrian and cycle routes: active travel links to the neighbourhood centre, school and every day uses including segregated cycle / pedestrian routes along the A29 Shared pedestrian and cycle routes along the East-West Link Road
 - Max 30mph road
 - '20's plenty!': Residential neighbourhoods: 20 mph zones, fewer accidents, lower emissions, safe for all
 - Potential for homes for the elderly, close to key uses and Barnham Station, enabling opportunities for links with existing local community
 - A new cricket pitch and pavilion at the centre of the linear park: access to sporting and recreational facilities to bring the new and existing community together and promote healthy lifestyles



Healthy Placemaking Diagram

8.2 Healthy Placemaking

		Main Health Problems	Cardio-vascular disease, Type 2 Diabetes, and obesity, referred to as 'avoidable illnesses'. Several forms of cancer.		Respiratory diseases including asthma	Mental illnesses	Transport related accidents
		Causes	Sedentary lifestyles and lack of exercise	Poor diet and food poverty	Poor air quality	Loneliness, isolation, limited social interaction and fear of crime	Impacts of vehicles and interaction with cycles and pedestrians
To what extent do the design proposals meet Healthy Placemaking principles?		Addressing the Causes	Enable exercise in daily life	Provide education, accessible facilities and available green spaces	Limit the causes and effect of vehicular emissions	Community facilities and safe, sociable, productive environments	Good urban and transport design
Urban Planning		Active travel is limited when dispersed uses lead to car-dependency					
Compact mixed use urban structures allow shorter travel distances and easier mobility	BEW Parcel SC1 is a mixed use development providing residential, retail and community uses to reduce travel distances and support active travel for future residents.						
This leads to reduced congestion, better air quality and healthier lifestyles	The number of cars will increase with new occupants, but the masterplan will encourage walking/cycling, supported by new mixed uses located along key green active travel routes. The realigned A29 with generous landscaping will take traffic through the centre of the development and reduce existing congestion.						
Inclusive, vibrant neighbourhoods generate a sense of community and wellbeing	New housing will support local demand including Extra Care provision and will provide a mix of tenures to enable multigenerational neighbourhoods. Streets and green spaces provide an environment for social interaction, including promoting intergenerational activities through orchards and play spaces.						
Walkable Communities		Motor vehicles, whether in motion or parked, take up too much space in towns					
We walk or cycle when our daily needs are easy to reach, benefitting from the exercise and saving time	A highly visible network of pedestrian and cycle routes will allow short travel distances to daily needs at the heart of the community.						
A lively, attractive public realm is stimulating and promotes social interaction	A lively and attractive Neighbourhood Centre will include a primary school, local businesses, local amenities, and homes to encourage inward investment and activity throughout the day.						
Health-supporting amenities like fresh food, healthcare and leisure facilities should also be nearby	The Neighbourhood Centre will connect to the wider site using a series of green corridors and leisure loops.						
Neighbourhood Building Blocks		Poor living conditions and social isolation diminish the quality of our lives					
Well-designed, well-managed buildings and public spaces generate a sense of security and ownership in the local community	New high quality private & affordable housing. Homes fronting onto the network of open space, including the linear park and green corridors, provide natural surveillance, encourage social interaction, and ensure long-term stewardship of the landscape and public realm.						
The combination of mixed uses and dwellings creates a local focus and reference point for adjacent neighbourhoods	The Neighbourhood Centre will complement and support existing local facilities.						
Movement Networks		People in cars tend to think traffic is caused by other people					
Taking advantage of the many options for sustainable 'active travel', makes getting about safer and breathing cleaner air	The new realigned A29 will create a key connection, serving both the new community and the wider area of Barnham, Eastergate and Westergate. An extensive network of pedestrian and cycle routes will connect to wider links. The link to the station will be implemented early in the programme to provide excellent wider connectivity from the earliest phases. Visitor and cycle parking for homes and electric car charging points in the local centre will also support sustainable travel. Car parking at Barnham Station will encourage public transport use for longer journeys. The Lidsey Rife Linear Park will include a 'wellbeing trail' providing health, wellbeing, and ecological benefits and a loop of green leisure routes will create slower links through the site.						
Vehicle accidents under 20 mph are unlikely to cause fatalities. The '20's Plenty!' concept is desirable for mixed use streets	20 is typically the maximum speed along new residential roads. The realigned A29 will have a maximum speed of 30.						
Environmental Integration		Time spent in green space is good for our physical and mental health					
Parks, play facilities, gardens and allotments are places that improve the quality of our lives and help to build communities	BEW Parcel SC1 will provide an extensive network of approximately 40ha of multi-functional open space. Green corridors will be integrated with play facilities, a cricket pitch and leisure routes.						
Trees and shrubs contribute to comfortable microclimates and biodiversity; a natural protection from flooding and strong winds	BEW Parcel SC1 will include tree-lined streets, with existing trees and hedgerows to be retained where possible and new trees planted. The Lidsey Rife Linear Park will act as a natural protection from flooding, whilst the proximity of homes to the Rife encourages an active lifestyle, with pedestrian and cycle routes linking to the wider open space network.						
Community Empowerment		Communities become emotionally attached to their neighbourhood's design, enhancing their quality of life					
Our imagination is captured when we work with our neighbours to improve the places where we live							
This sense of collaboration is a potent force that strengthens social networks, raises aspirations and leads to positive change	New homes and facilities will support the growth of the local community. There are opportunities to create social and multigenerational networks.						
Scoring:	Potentially improved Significantly improved						





SUMMARY

This concluding chapter summarises the vision for BEW Parcel SC1 and revisits the objectives and strategies set out in the Framework Masterplan Document to demonstrate how these are reflected in the submitted proposals.