



CHAPTER TWO

Endorsed Framework Masterplan

This chapter provides a recap of the Framework Masterplan document, capturing the process and key analytical and design content. This Design and Access Statement builds on the objectives and development principles established in the endorsed Framework Masterplan.



Artist's impression of Lidsey Rife Linear Park

2. Endorsed Framework Masterplan

2.1 The Framework Masterplan

Arun District Council endorsed the Framework Masterplan in November 2020, which resulted from an extensive community and stakeholder engagement process.

The Framework Masterplan has directly informed the proposals for BEW Parcel SC1, with open spaces including the Lidsey Rife Linear Park, Green Link and green corridors forming the framework of development, as well as key infrastructure including the realigned A29, bridge across the West Coastway railway line, and East-West Link Road.

The following pages contain relevant extracts taken from the endorsed Framework Masterplan Document. For full detail and images, please refer to the submitted Framework Masterplan Document.



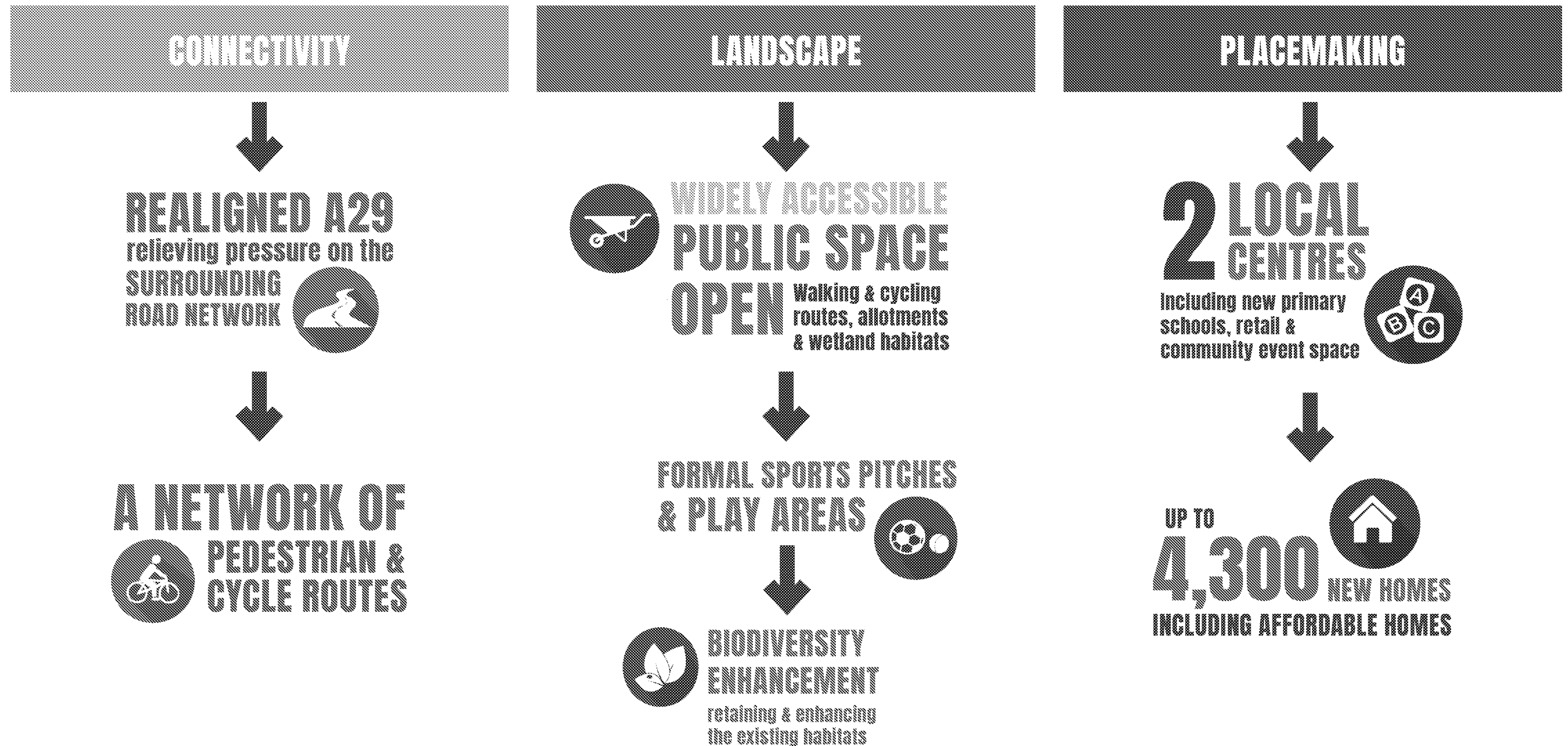
Extract of the Framework Masterplan

KEY	
	Allocation Boundary
	Existing settlements
	Proposed development - urban extension
	New settlement
	Approved development
	Potential Extra Care provision / care home location
	Primary school
	Secondary school
	Mixed use local centre
	Mixed use local centre incorporating civic square
	Open space
	Sports Hub (SH)
	Potential cricket pitch or continuation of Linear Park (CP)
	Rife Valley Park
	Allotments
	Sewage works
	Watercourse
	Drainage ponds
	West Coastway railway line
	New A29 link
	East-West link
	Residential roads
	Potential car park
	Public Right of Way
	Indicative proposed pedestrian / cycle route
	Potential pedestrian / cycle link

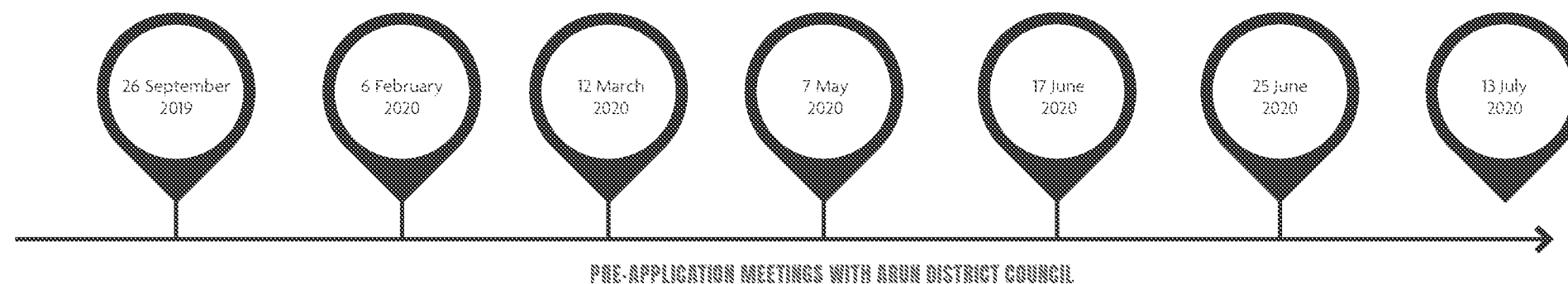
2. Endorsed Framework Masterplan

2.2 Framework Masterplan Themes

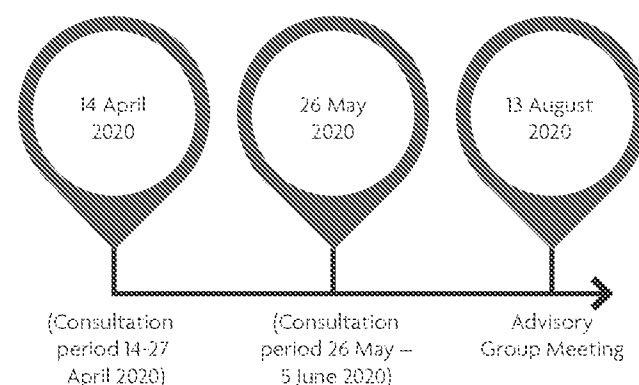
The vision for the Framework Masterplan is founded on three key themes: Connectivity, Landscape and Placemaking. Each theme has a number of objectives that have shaped the Framework Masterplan and design decisions for the Strategic Allocation. These form a key part of the vision for this and subsequent planning applications.



2.3 Framework Masterplan Consultation



PRE-APPLICATION MEETINGS WITH ARUN DISTRICT COUNCIL

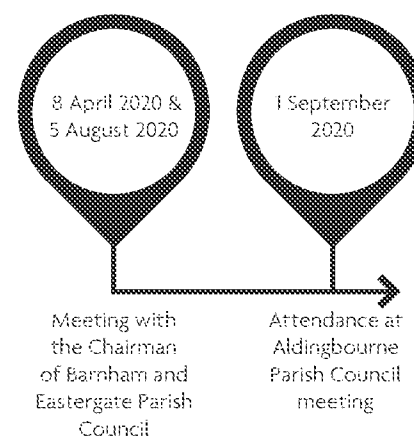


(Consultation period 14-27 April 2020)

(Consultation period 26 May – 5 June 2020)

Advisory Group Meeting

ADVISORY GROUP PRESENTATIONS



Meeting with the Chairman of Barnham and Eastergate Parish Council

Attendance at Aldingbourne Parish Council meeting

PARISH COUNCIL ENGAGEMENT



PUBLIC CONSULTATION

FRAMEWORK MASTERPLAN CONSULTATION

BEW Parcel SCI has been directly informed by the Framework Masterplan, and this chapter summarises the key outcomes of the Framework Masterplan Document. The Framework Masterplan was developed in collaboration with and informed by considerable consultation with Arun District Council and other stakeholders. The consultation strategy was agreed upon with officers from Arun District Council and adapted as appropriate during the Covid-19 pandemic. For further detail on the Framework Masterplan consultation process, please refer to the Framework Masterplan Document.

- Pre-application meetings with Arun District Council
- BEW Advisory Group Meetings: The Framework Masterplan was presented to the group during Spring and Summer 2020, and the feedback provided informed the final version.
- Stakeholder meetings
- Public consultation: A public consultation on the Framework Masterplan took place over a three-week period in August 2020 via an online consultation website and leaflet drop.

For detail on the outcomes of the consultation undertaken for the Outline Planning Application, please refer to Appendix 2: Evolution of the Masterplan.

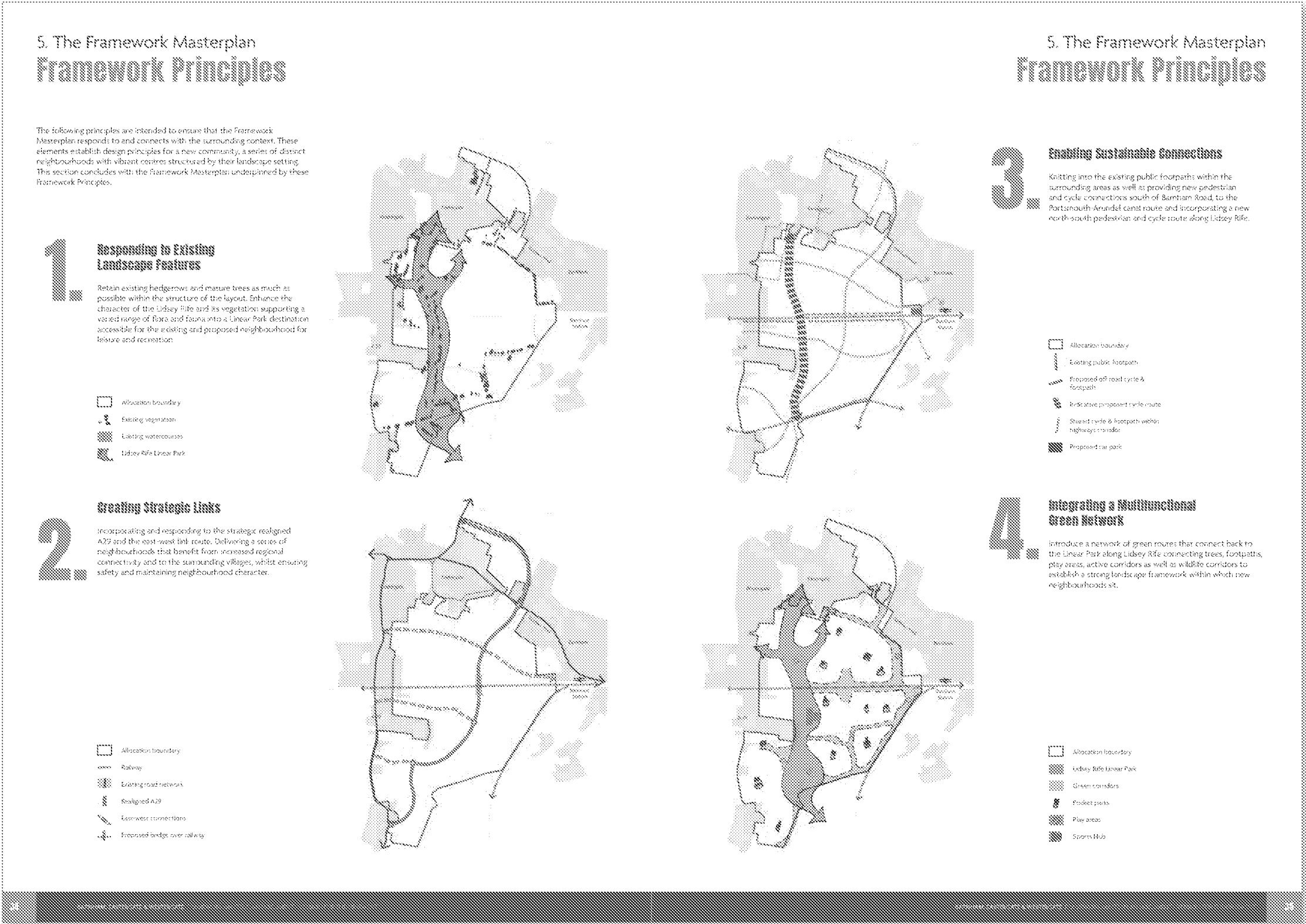
FRAMEWORK MASTERPLAN CONSULTATION

2. Endorsed Framework Masterplan

2.4 Framework Masterplan Principles

The following design principles underpin the endorsed Framework Masterplan to create a series of distinct neighbourhoods with vibrant centres structured by its landscape setting and connecting to the surrounding context.

The adjacent extract is taken from the framework principles section of the Framework Masterplan Document; please refer to the document for further detail.



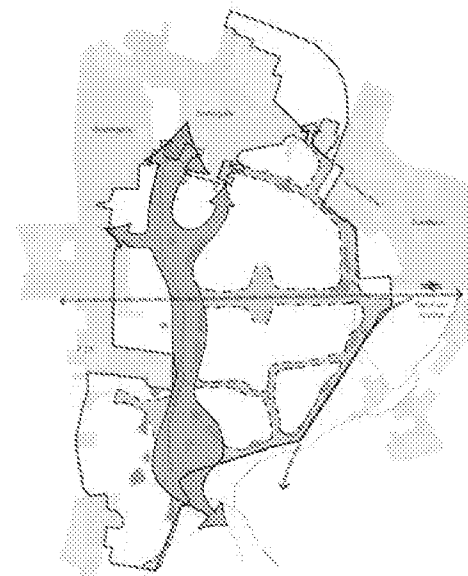
2.4 Framework Masterplan Principles

5. The Framework Masterplan Framework Principles

5. Integrating Existing & Establishing New Blue Infrastructure

Retain and integrate the existing watercourses into the landscape framework and introduce sustainable drainage measures such as attenuation ponds and swales.

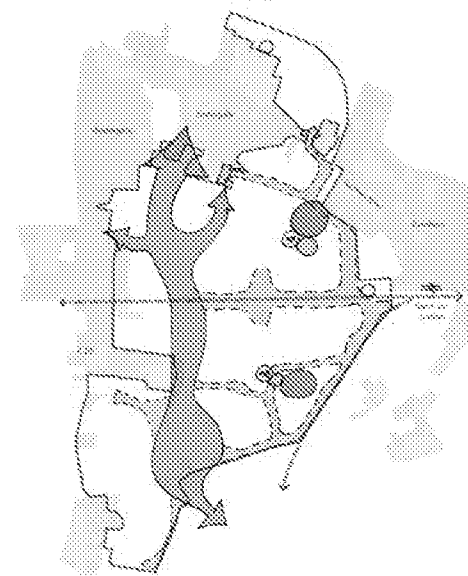
- Allocation boundary
- Existing watercourses
- Lidsey Rife Linear Park
- Green corridors
- Proposed attenuation ponds



6. Creating Vibrant Community Hubs

Establish a mix of uses, including schools and local facilities forming community hubs – one to the north of the railway and one to the south – which will have complementary uses and be accessible to existing and new communities, each with a distinct character and identity.

- Allocation boundary
- Lidsey Rife Linear Park
- Green corridors
- Primary school
- Local centre
- Public realm
- Potential care home



1. RESPONDING TO EXISTING LANDSCAPE FEATURES

Retain existing hedgerows and mature trees as much as possible within the structure of the layout. Enhance the character of the Lidsey Rife and its vegetation supporting a varied range of flora and fauna into a Linear Park destination accessible for the existing and proposed neighbourhood for leisure and recreation.

2. CREATING STRATEGIC LINKS

Incorporate and respond to the strategic realigned A29 and the east-west link route. Deliver a series of neighbourhoods that benefit from increased regional connectivity and the surrounding villages whilst ensuring safety and maintaining neighbourhood character.

3. ENABLING SUSTAINABLE CONNECTIONS

Knit into the existing public footpaths within the surrounding areas, provide new pedestrian and cycle connections south of Barnham Road to the Portsmouth-Arundel canal route, and incorporate a new north to south pedestrian and cycle route along Lidsey Rife.

4. INTEGRATING A MULTIFUNCTIONAL GREEN NETWORK

Introduce a network of green routes that connect back to the Linear Park along the Lidsey Rife, connecting trees, footpaths, play areas, active corridors, and wildlife corridors to establish a strong landscape framework within which new neighbourhoods sit.

5. INTEGRATING EXISTING & ESTABLISHING NEW BLUE INFRASTRUCTURE

Retain and integrate the existing watercourses into the landscape framework and introduce sustainable drainage measures such as attenuation ponds and swales.

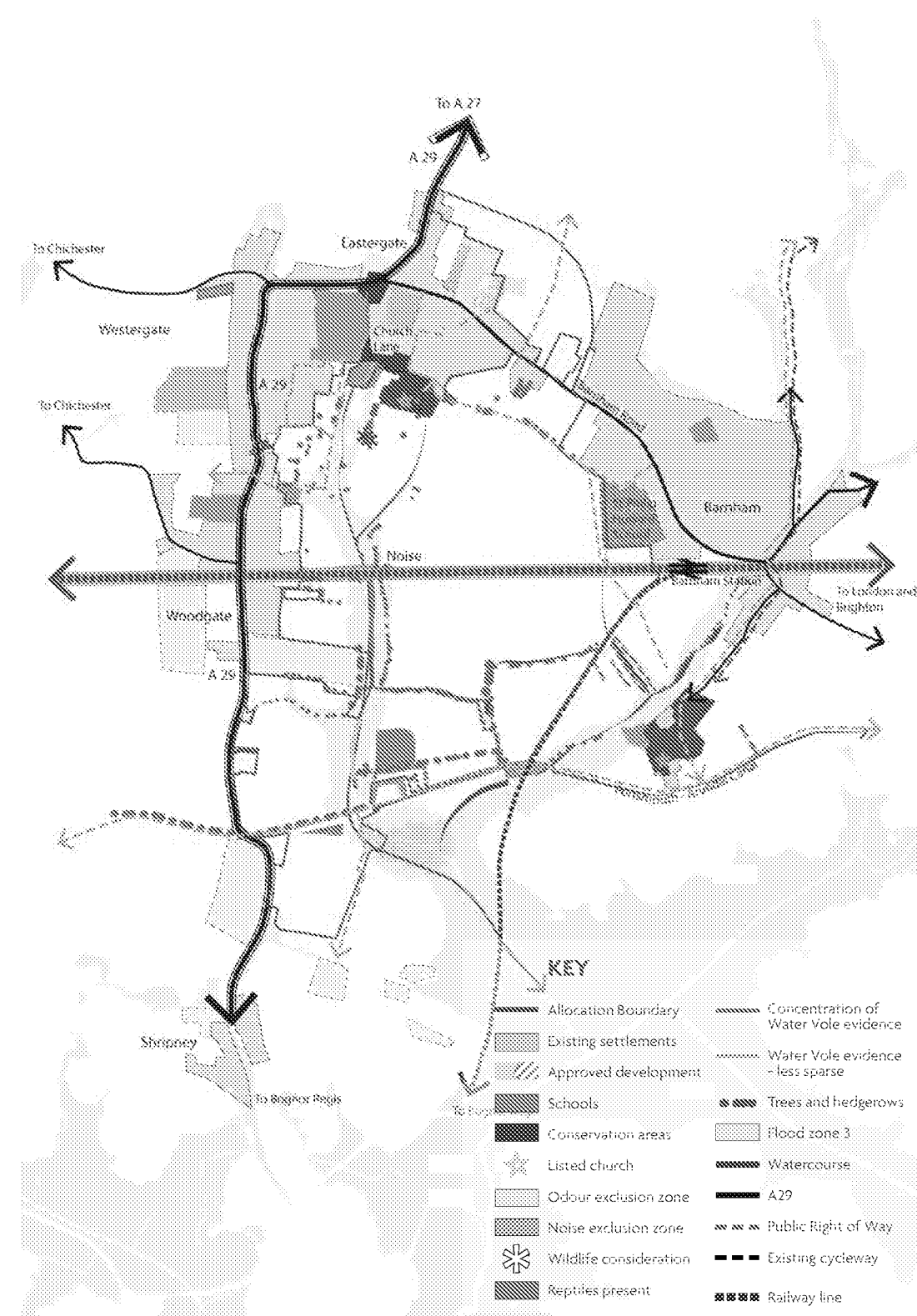
6. CREATING VIBRANT COMMUNITY HUBS

Establish a mix of uses, including schools and local facilities forming community hubs – one to the north of the railway and one to the south – which will have complementary uses and be accessible to existing and new communities, each with a distinct character and identity.

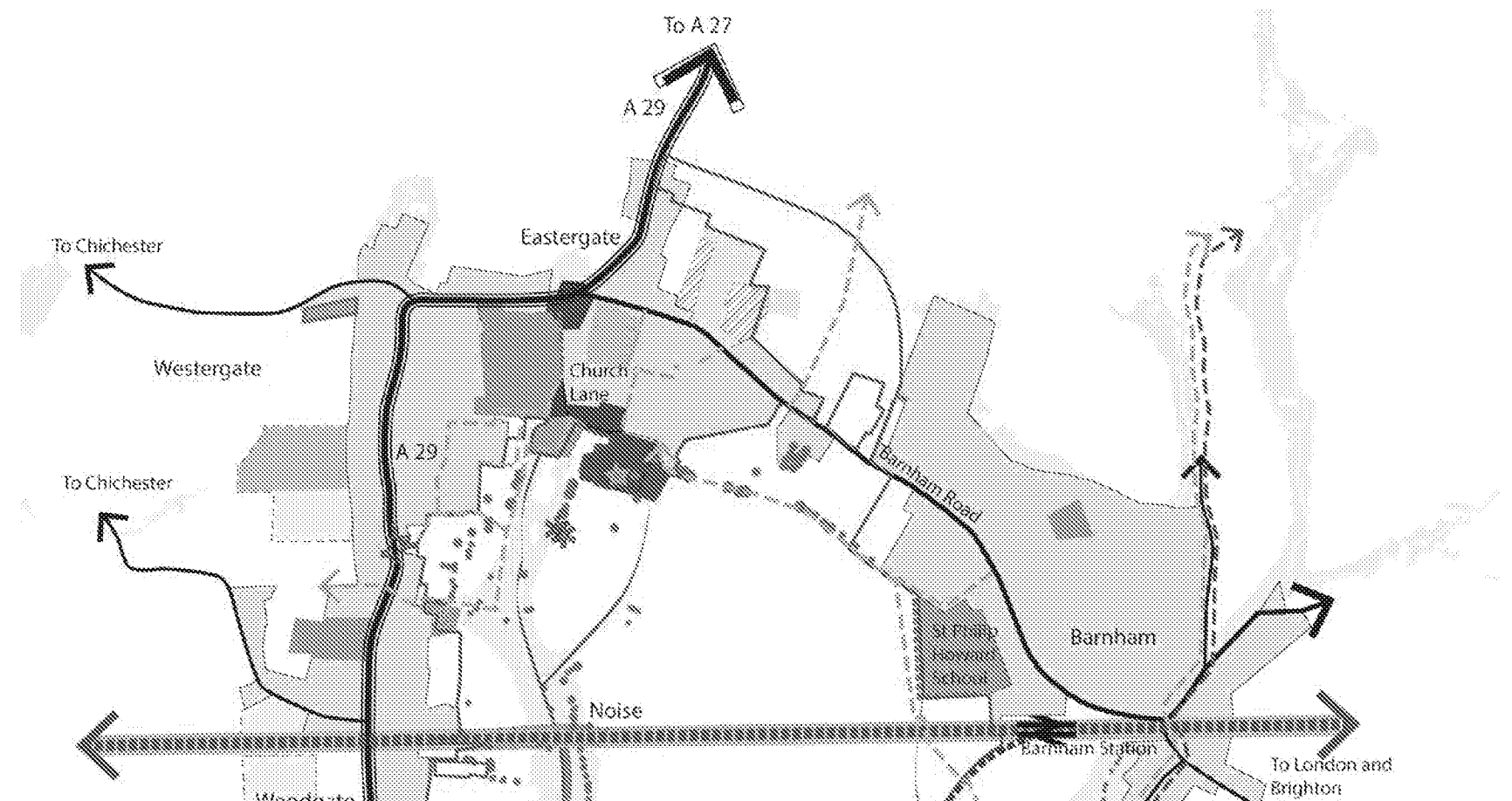
Extract of Framework Principles from the Framework Masterplan Document

2. Endorsed Framework Masterplan

2.5 Summary of Wider Constraints



Extract of Wider Constraints Plan from the Framework Masterplan Document



Zoomed in Extract of Wider Constraints Plan from the Framework Masterplan Document

Conservation Areas & Listed Buildings

Three Conservation Areas lie close to the development, Barnham Church Lane and Eastergate Church Lane, and the Square. The BEW allocation incorporates some of the Eastergate Church Lane Conservation Area. It directly adjoins the site of the Grade II* listed St George's Church, and Barnham Church Lane Conservation Area contains the Grade I listed St Mary's Church.

West Coastway Railway Line

The railway line currently acts as a barrier to north-south movement and also presents a noise impact. North to south movement is currently possible in three areas; western underpass adjacent to the Lidsey Rife; farm access at grade; raised level foot crossing of the PRow in the west. There is also a shallow underpass to facilitate surface drainage of the School Stream; however, this will not be of sufficient size for a person to pass through.

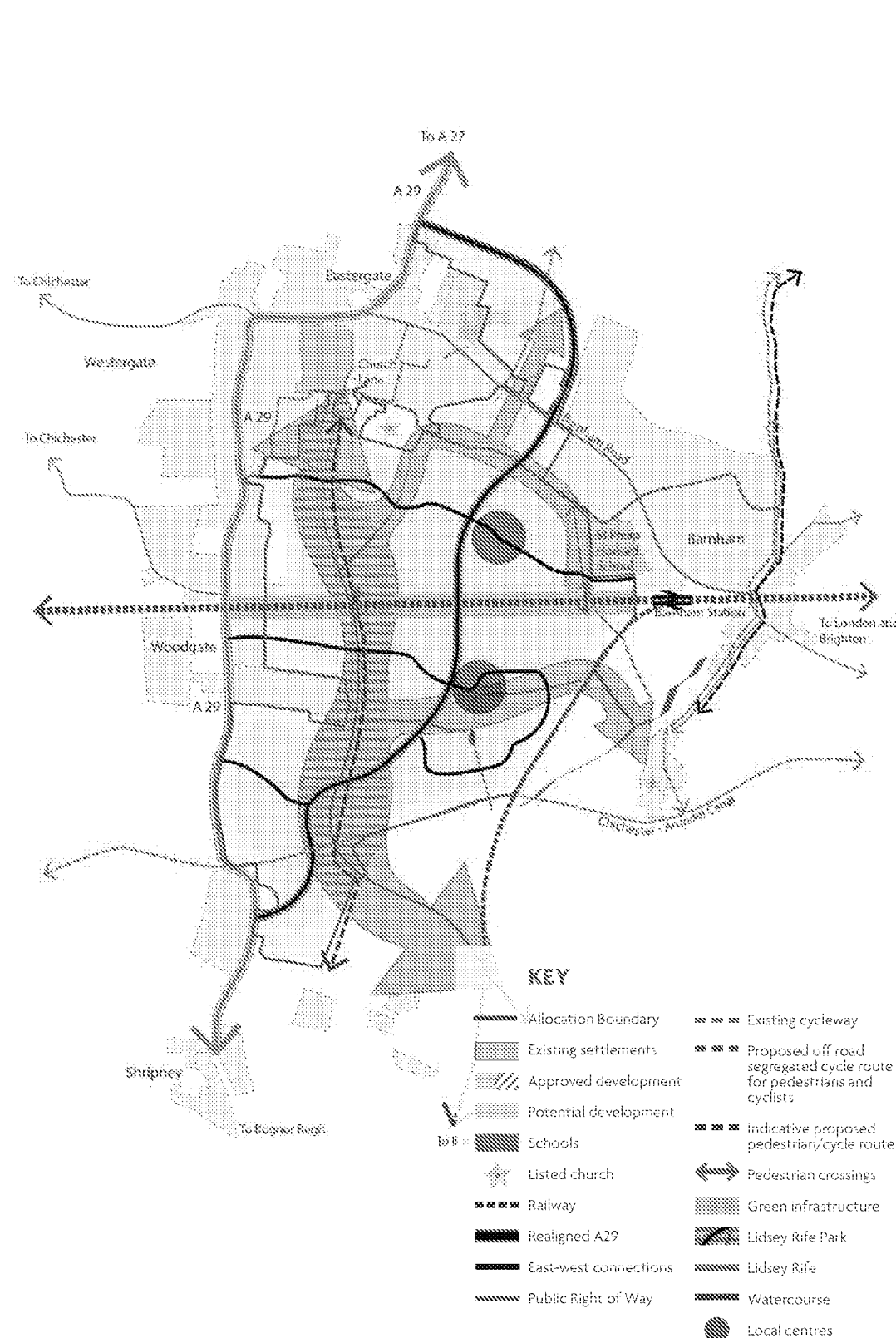
Waste Water Treatment Works & Lidsey Oil Field

These two facilities are next to one another at the southern boundary of the core site. The oil field is a small operation and is unlikely to restrict the area of new development. However, the Southern Water Waste Water Treatment Works can emit odours that form a constraint for the Framework Masterplan, including suitable land uses and layout considerations around these areas.

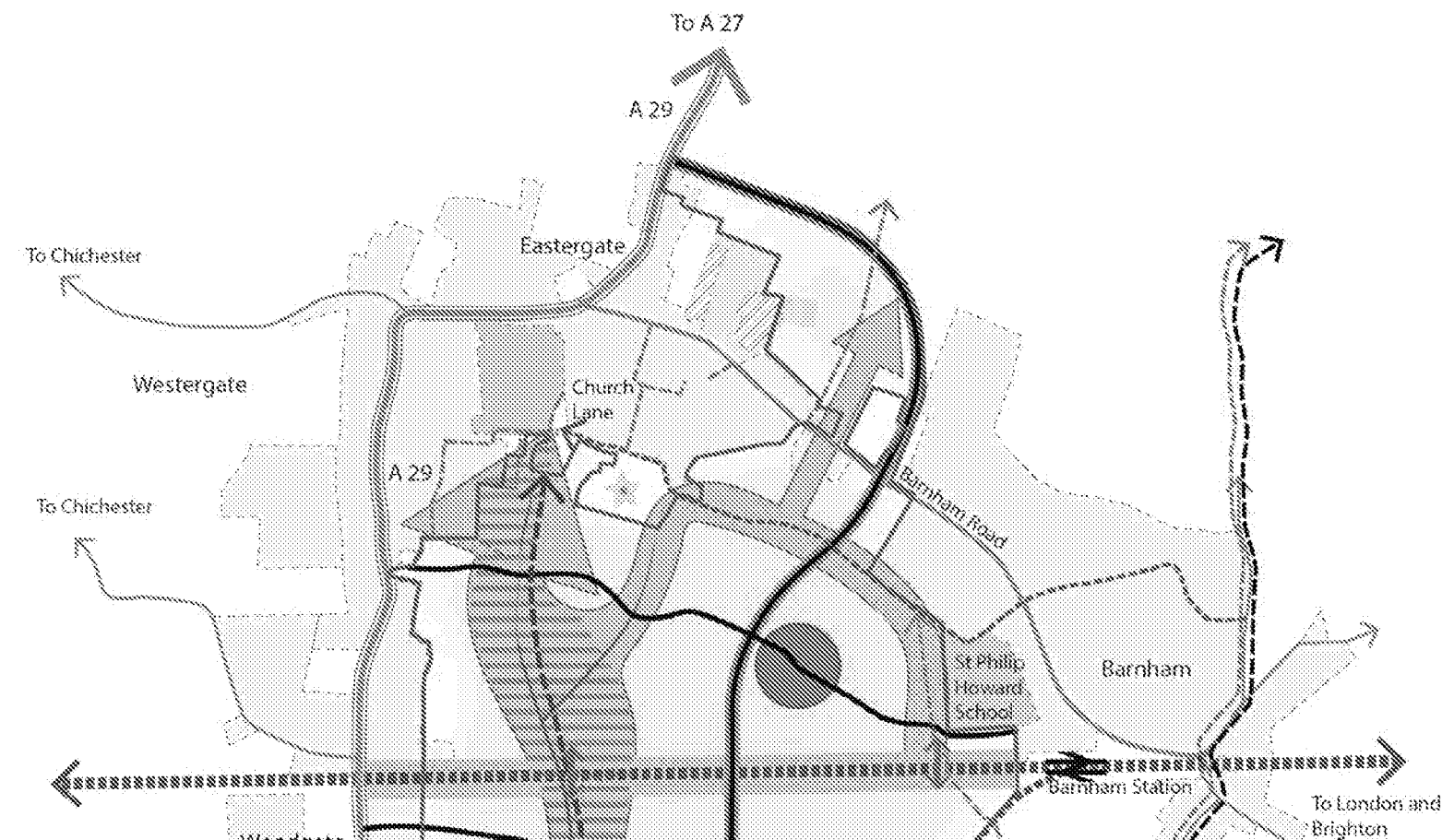
Flood Zones & Watercourses

The site is naturally drained through a series of small, interconnected ditches and watercourses, with the Lidsey Rife running in a valley from north to south. The rife valley is a well-defined floodplain, categorized as Flood Zone 3 or areas potentially at high risk of flooding from rivers or the sea.

2.6 Summary of Wider Opportunities



Extract of Wider Opportunities Plan from the Framework Masterplan Document



Zoomed in Extract of Wider Opportunities Plan from the Framework Masterplan Document

The Lidsey Rife linear park

The unique characteristic of the rife presents the opportunity to incorporate a linear park running north to south, providing significant amenity for existing and new residents, and to which other areas of the site can connect.

Mature Trees & Hedgerows

Currently used for agriculture, the majority of the site is devoid of mature trees and hedgerows. However, several tree lines exist along existing watercourses and Public Rights of Way and in the northern and western areas of the site. Therefore, an opportunity exists to retain and incorporate these landscape features into the development proposal as much as possible.

Enhanced Connections

The proposed realigned A29 at a strategic level is an opportunity to ensure a quicker and safer route across the railway and an alternative route to get around in the wider area. The route provides an opportunity for safer pedestrian and cycle connections across the railway.

Public Rights of Way

Several Public Rights of Way run across the site, which presents the opportunity to ensure the proposed development links to this existing network. In addition, there is an opportunity to improve connections across the railway line, and the existing footpath along the Portsmouth - Arundel canal to the south of the site will need consideration with a potential opportunity to provide a pedestrian and cycle route alongside connecting to Yapton and Ford.

A Sustainable Neighbourhood

The above opportunities for enhanced connections, open spaces, and wider integration will support future proposals on the allocation site with new neighbourhoods that support existing amenities in the surrounding area and provide new complementary community benefits. In addition, there is the potential opportunity to introduce two local centres that support the existing and new neighbourhoods.

2. Endorsed Framework Masterplan

2.7 Connectivity Principles

The Framework Masterplan promotes a legible and permeable network of streets. The realigned A29 will act as the highest order of streets due to its strategic role in relieving traffic congestion, and the East-West Link Road will feed off the A29, linking into the existing road network in Eastergate and the existing A29. Secondary roads, which feed off the East-West Link Road, will serve the new neighbourhoods and ensure a permeable and well-connected network of roads. In addition, there will be a range of tertiary roads, including pedestrian prioritised spaces and private drives.

Realigned A29

Proposals include a safe and pleasant environment for pedestrians and cyclists, increasing opportunities for sustainable travel and enabling free traffic movement while reducing speeds through designed interventions. In addition, there will be several pedestrian/cycle crossing points to ensure connectivity east and west.

East-West Link Road and Secondary Roads

These will provide access to and through residential areas. In addition, traffic calming measures will be introduced to reflect the residential character of the streets and spaces, such as landscaped verges and street trees.

PEDESTRIAN & CYCLE CONNECTIONS

The development will include an extensive network of pedestrian and cycle connections running throughout the site. The routes comprise a combination of on and off-street infrastructure, with segregated paths alongside the realigned A29 and East-West Link Road. The proposals also include improvements to existing pedestrian connections beneath the railway, and these form part of enhancing north to south pedestrian and cycle connectivity in the site allocation.

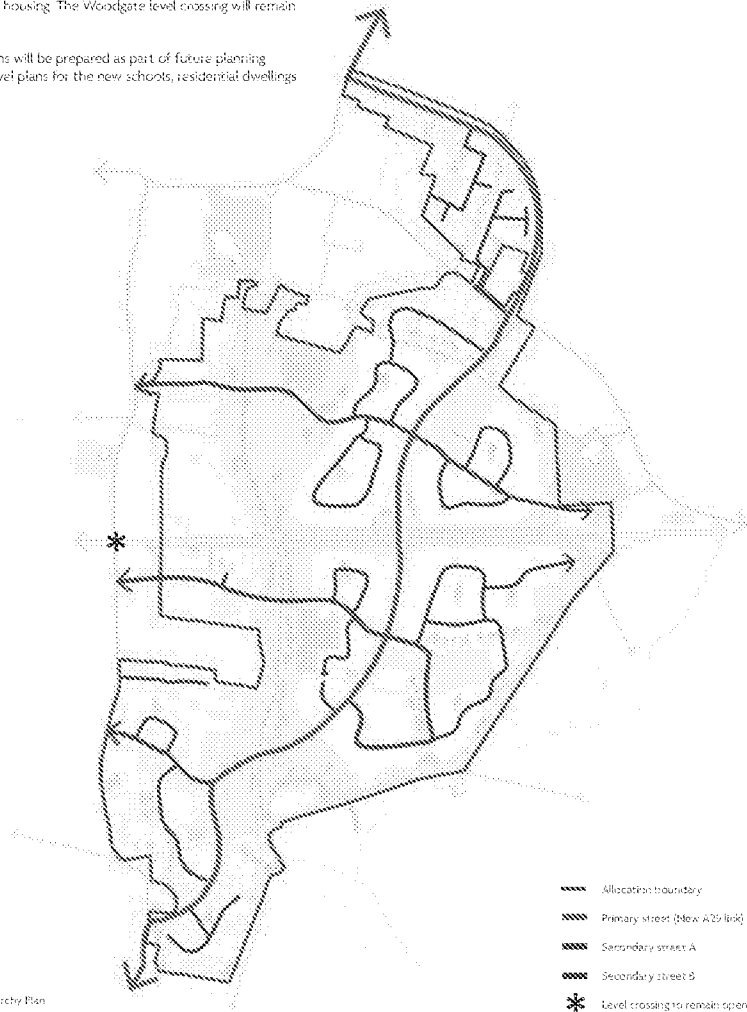
The adjacent extracts are taken from the connectivity section of the Framework Masterplan Document. Please refer to the document for further detail on the connectivity strategy for the full site allocation.

6. Responding to the Framework Objectives Connectivity

Street Hierarchy

The Framework Masterplan will promote a legible and permeable network of streets. The drawing illustrates a hierarchy of streets. The design of streets will vary according to the location and role of the street and the number of homes it serves. The realigned A29 will act as the highest order of streets due to its strategic role in relieving traffic congestion. A series of secondary routes (Secondary Street A) feed off this primary route, linking into the existing road network in Eastergate, and the existing A29, creating a network of routes. Secondary Street B creates loops to serve the new neighbourhoods ensuring a permeable and well-connected network of streets. There will be a range of tertiary / residential streets including pedestrian prioritised spaces and private drives to serve pockets of housing. The Woodgate level crossing will remain open.

Comprehensive travel plans will be prepared as part of future planning applications, including travel plans for the new schools, residential dwellings and workplaces.



Illustrative Street Hierarchy Plan

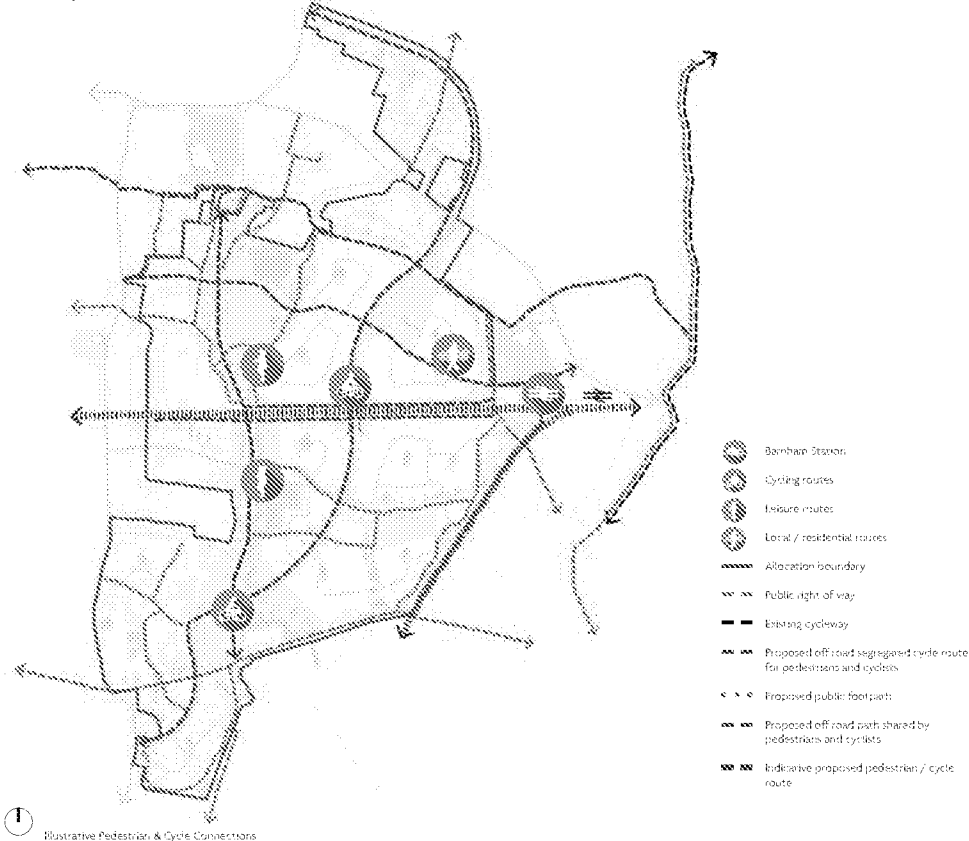
6. Responding to the Framework Objectives Connectivity

Pedestrian & Cycle Connections

The development will include an extensive network of pedestrian and cycle connections running throughout the site. The routes comprise a combination of on and off-street infrastructure, with segregated paths being provided north-south alongside the realigned A29 and between the existing A29 at Westergate and Barnham Station via an east-west link. There will be crossings of the realigned A29 at regular intervals.

This network will connect the development to the surrounding area, including linkages to south of Barnham Road and a new cycle route along the Lidsay life 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. There are several public rights of way running across the site and these will be integrated into the proposed development. Opportunities to deliver a potential pedestrian and cycle route along the canal route within the site allocation towards the east will be explored. Consideration will be given to exploring opportunities for provision of a bridleway within the site allocation sustainable transport network.

The proposals also include improvements to existing pedestrian connections beneath the railway and these form part of enhancing north-south pedestrian and cycle connectivity in the site.



Illustrative Pedestrian & Cycle Connections

Connectivity needs to be considered carefully. Cycle paths - separated from the road - must connect with Barnham Station.

Quote from public consultation Aug 2020

Extracts of Connectivity Principles from the Framework Masterplan Document

2. Endorsed Framework Masterplan

2.8 Landscape Principles

6. Responding to the Framework Objectives

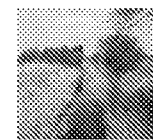
Landscape

Landscape Character Principles

The Masterplan concept comprises a clear hierarchy of open space types, with the Lidsey Rife Park as the primary structural form, supported by the Green Link and Green Corridors.

This landscape framework endeavours to create a biodiverse and habitat-rich corridor ensuring separation between the three villages, tying into and ensuring consistency with the existing landscape setting, resulting in a Linear Park that captures and enhances the natural and heritage assets of the locality.

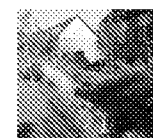
It represents a significant and unique amenity gain for the three villages that preserves and enhances natural and historical assets while allowing for opportunities for transitional habitats associated with seasonal flooding.



Lidsey Rife



Green Link



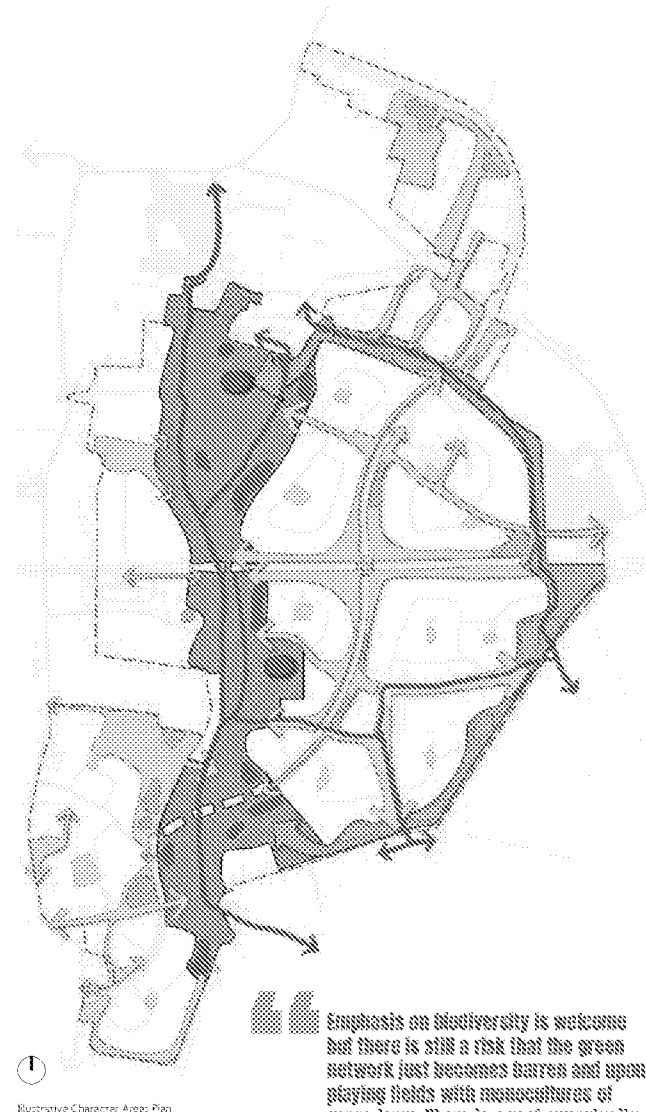
Green Corridor



Active Hub



Pocket Parks



Illustrative Character Area Plan

“Emphasis on biodiversity is welcome but there is still a risk that the green network just becomes barren and open playing fields with monocultures of grass lawns. There is a real opportunity to work with Sussex Wildlife Trust or similar organisation and interested locals to create - AND THEN MAINTAIN - an enhanced biodiverse natural environment with up to 4000 homes.”

Quote from public consultation Aug 2020

The Framework Masterplan concept comprises a clear hierarchy of open space types. The Lidsey Rife Linear Park is the primary structural form, supported by the green link and green corridors. The proposed landscape framework endeavours to create a biodiverse and habitat-rich corridor, ensuring separation between the three villages and resulting in a Linear Park that captures and enhances the natural and heritage assets of the locality.

1. LIDSEY RIFE LINEAR PARK

The Lidsey Rife Linear Park will be the defining landscape, hydrological and ecological feature within the site allocation, balancing the promotion of recreation and leisure with ecological enhancement. This significant area of amenity space will be accessible to new and existing residents, providing a space for individual and group recreation opportunities. Habitat creation and enhancement will be central to the overall design with particularly sensitive ecological zones protected.

2. GREEN LINK

This natural and semi-natural link arcing around the eastern part of the proposed development area plays a key role in the development's wider green infrastructure and connectivity. It functions as a peripheral connector to and from the Lidsey Rife Park, integrating access routes, activity provision such as play areas, and ecological enhancement. New planting will create a visually informal and interactive landscape.

3. GREEN CORRIDORS

These constitute the 'capillary network', taking residents from their front door to the linear park, as well as schools and local amenities. They represent both 'nature at one's doorstep' and the 'active landscape', and form the start or end of the journey home and comprise a more intimate informal space for the immediate community. They integrate the rife tributaries to create a cohesive green-blue network across the allocation site, with surface water being attenuated, infiltrated and conveyed in the landscape to the benefit of habitat creation and amenity.

4. ACTIVE ROUTES & HUB

This is a key character area, with the proposed sports hub located near other open space areas such as designated play space. In the north, space is available to accommodate a cricket pitch with an associated pavilion building if required or alternatively, this would be a continuation of the linear park.

The sports hub in the south comprises three sports pitches for multi-sport use year-round. This is to include an artificial grass pitch, and other outdoor 'active' provisions may include a skate park, multi-use games areas, and outdoor gym equipment.

The adjacent extract is taken from the landscape section of the Framework Masterplan Document; please refer to the full section in the document for further detail on the landscape strategy for the full site allocation.

2. Endorsed Framework Masterplan

2.9 Placemaking Principles

A range of facilities and amenities will accompany residential development within the Framework Masterplan at BEW to promote the feeling of community and support the new residents. To ensure accessibility to facilities, it is anticipated there will be two local neighbourhood centres within the site allocation, one in the north and one in the south.

A cluster of supporting commercial and community uses will be provided within the neighbourhood centres, adjacent to the new schools and neighbouring village squares, with the potential for mixed use areas to accommodate community rooms/halls, cafes, a library facility (envisaged in the southern centre), nurseries or other facilities to work with surrounding uses and support future residents. To support the commercial and community uses as well as residential development, schemes will be designed to access the highest level of broadband available at that time, subject to technical and economic viability.

The adjacent extract is taken from the Placemaking section of the Framework Masterplan Document; please refer to the full section in the document for further detail on the Placemaking strategy for the full site allocation.

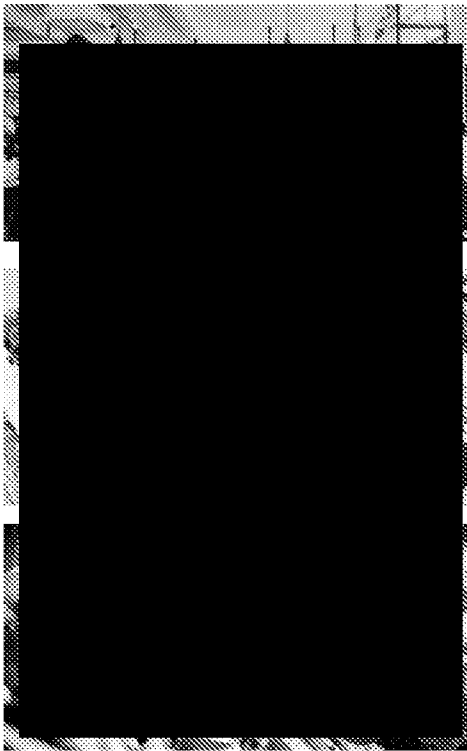
6. Responding to the Framework Objectives Placemaking

Mixed Use Local Centres

A range of facilities and amenities will accompany residential development within the Framework Masterplan at BEW. This will promote the feeling of community and support the new residents. It is anticipated there will be two local centres across the Masterplan, one in the north and one in the south to ensure accessibility to the facilities.

A cluster of supporting commercial and community uses will be provided within the local centres, adjacent to the new schools and neighbouring village squares. A number of options for commercial and community provision within the local centres have been considered. The mixed use areas could potentially accommodate community rooms/halls, cafes, a library facility (envisaged in the southern centre), nurseries or other facilities to work with surrounding uses and support future residents. The local centres could also be an appropriate alternative location for a potential care home if required. To support the commercial and community uses as well as the residential development, schemes will be designed to access the highest level of broadband available at that time, subject to technical and economic viability.

The local centres should include flexible space for healthcare provision, such as a pharmacy or dentist. However, at present the NHS West Sussex Clinical Commissioning Group (CCG) has confirmed it is likely to seek financial contributions for the expansion of the Croft Practice in Barnham (see plan on page 18) to provide additional GP services to meet the future needs of the site allocation. This expansion will be secured through Section 106 contributions from future planning applications.

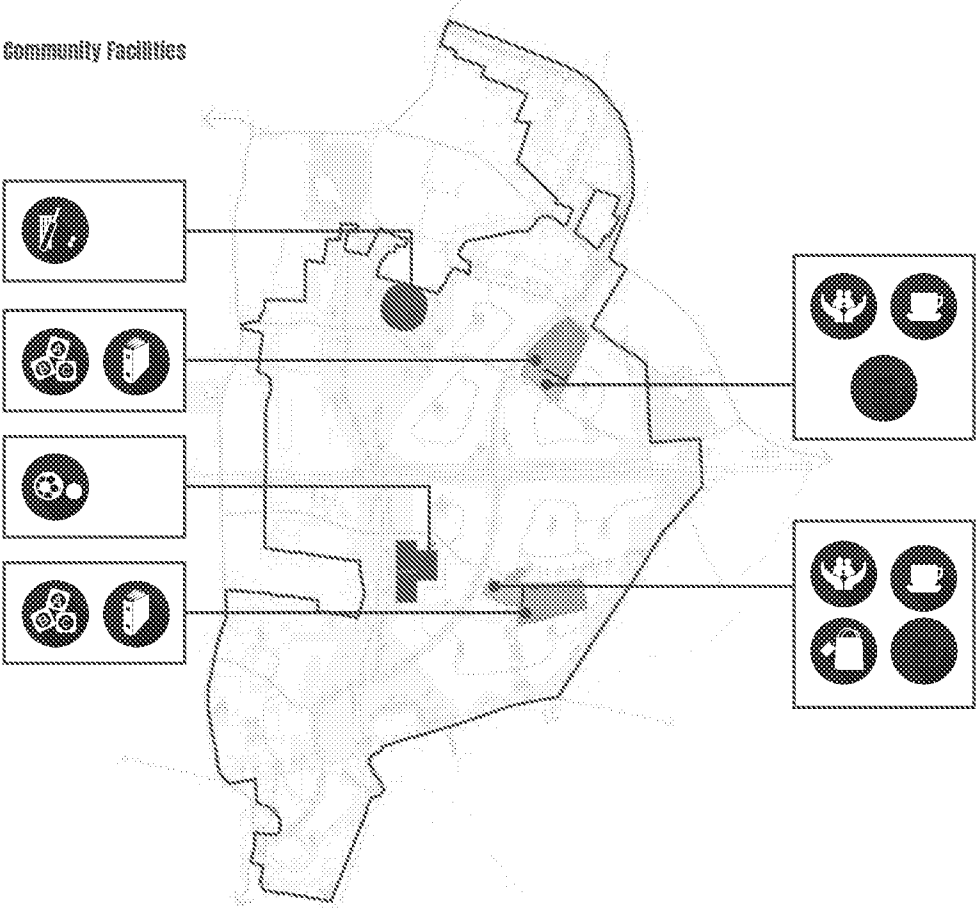


“The plans refers to a ‘distinct new settlement’. Such a settlement requires schools, both primary and secondary, shops, a station, medical centres, pharmacy, etc.”

Quote from public consultation Aug 2020

6. Responding to the Framework Objectives Placemaking

Community Facilities



Illustrative Community Facilities Plan

- Nursery
- Primary school
- Retail
- Food store
- Cafe / restaurant
- Community space / hall
- Potential cricket pitch
- Sports pitches / hub

2. Endorsed Framework Masterplan

2.10 Summary

The vision for the Framework Masterplan is founded on three key themes: Connectivity, Landscape and Placemaking. Each theme has a number of objectives that have shaped the Framework Masterplan and design decisions for the Strategic Allocation. These will form a key part of the vision for this Outline Planning Application.

CONNECTIVITY

- Delivering the realigned A29 including new bridge access across the railway line;
- Integrating with the existing pedestrian and cycle links to the surrounding villages;
- Delivering an east-west link between the existing A29 and the new A29; and
- Establishing a sustainable link to Barnham Station.

LANDSCAPE

- Creating an accessible Linear Park for the community;
- Establishing a network of green links that are intrinsically connected to the Linear Park;
- Creating opportunities for enhancing biodiversity;
- Delivering a mix of active spaces and formal sports; and
- Enhancing existing waterways and promoting sustainable drainage attenuation.

PLACEMAKING

- Establishing a new community made up of a series of urban extensions and a new vibrant place;
- Creating two community focused local centres; and
- Providing for a phased delivery that facilitates a sense of place and community.





CHAPTER THREE

Understanding the Application Site

An in-depth analytical understanding of the application site is provided in this chapter, summarised through a set of constraints and opportunities. This analysis directly informs the emerging vision, design principles, and illustrative masterplan set out in subsequent chapters.

3. Understanding the Application Site

3.1 The Application Site

The Outline Planning Application (OPA) site forms part of the land within the allocation and is located north of the railway line and south of Barnham Road and includes the route of the A29 realignment south of the railway. The OPA site area extends to 92.65ha / 228.94 ac.

The application site is bordered by Barnham (to the east), Eastergate (to the north), Westergate (to the west) and the railway line (to the south). The site primarily consists of relatively flat arable land, with the exception of an area of large greenhouses to the north and the Lidsey Rife, a stream, which runs north to south and along the western boundary.

The application site south of the railway line primarily consists of open and enclosed farmland, with the former Chichester to Arundel canal running east-west. The Lidsey Rife continues south to the tail end of the site past the Waste Water Treatment Works, which sits on the southern boundary. A summary of constraints is included in Chapter 2, pg. 22-23. For a more detailed analysis, please refer to pg. 30 of the Framework Masterplan.

The subsequent analysis focuses on the central part of the application site north of the railway line. The following diagrams and drawings in this DAS will include a 'break line' to show the Planning Application Boundary and the realigned A29 continues south beyond what is shown.



Application Site in the Context of the Allocation Boundary

3. Understanding the Application Site

3.2 Ecology & Landscape Character

LANDSCAPE CHARACTER

The site currently consists of three landscape character areas; open arable farmland (majority of the site), Barnham Plant Nurseries (to the north) and the Lidsey Rife corridor (to the west) with Westergate meadows outside of the site to the west.

The open arable farmland which covers most of the site is characterised by gently sloping topography across the whole site and drainage ditches to the west, which leads into the Lidsey Rife. Public Rights of Way follow the north and east boundary, leading down towards the Arundel to Chichester railway line. The field boundary vegetation inside the site is sparse, resulting in a relatively open landscape, allowing long views.

Barnham Plant Nursery consists of glasshouses and plant stock areas interspersed with hardstanding. The glasshouses themselves sit on two sites separated by paddocks and individual dwellings.

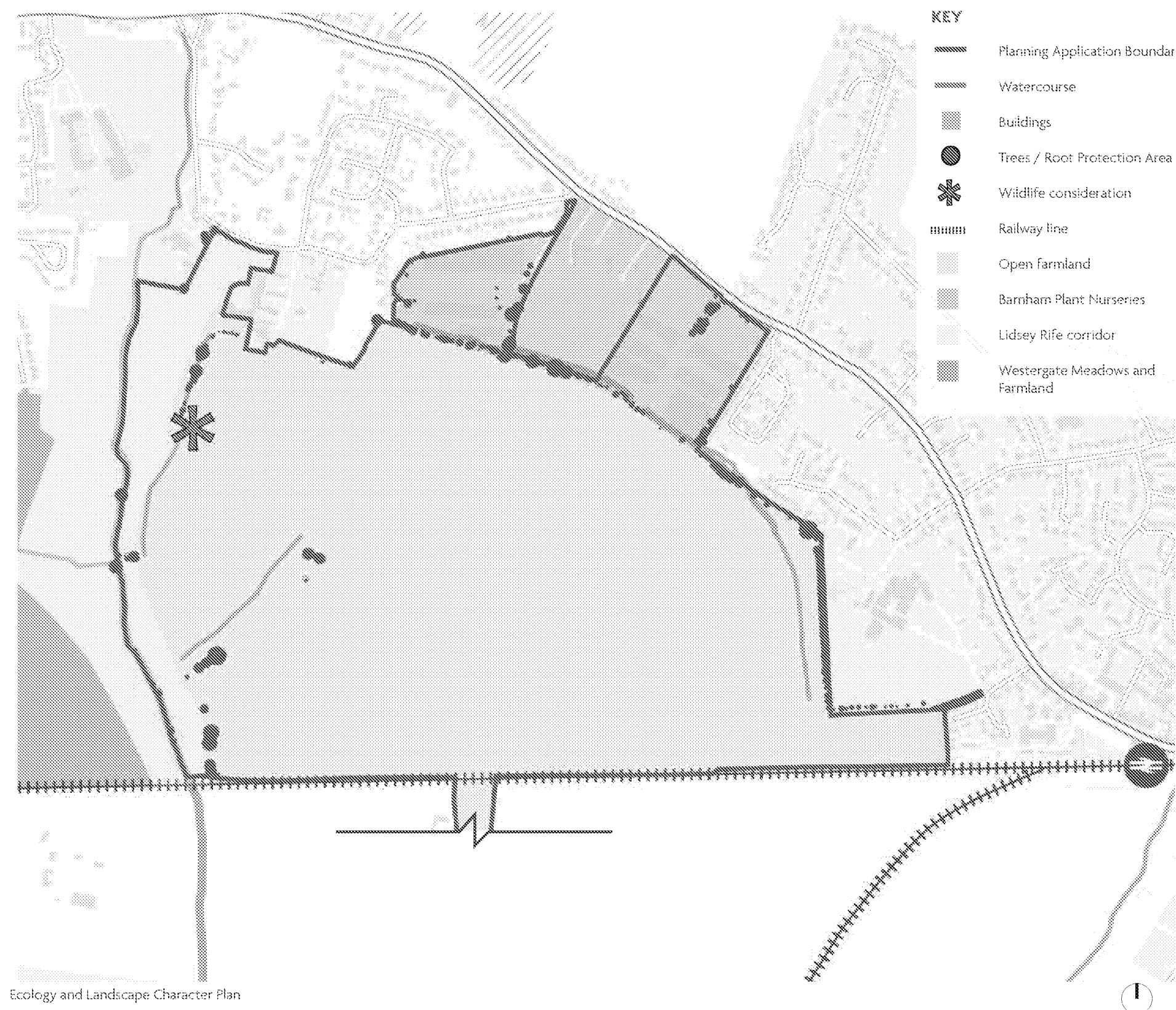
The Lidsey Rife corridor, which forms the western boundary, is a predominantly rural and enclosed valley, with meadows and lower valleys side to the Lidsey Rife. The corridor contains designated rights of way and informal paths following the alignment of the rife towards a tunnel under the railway line at the south of the site.

The Westergate meadows and farmland which sits outside of the Planning Application Boundary, to the west, is a series of small-scale fields, enclosed by trees on the settlement edge.

ECOLOGY

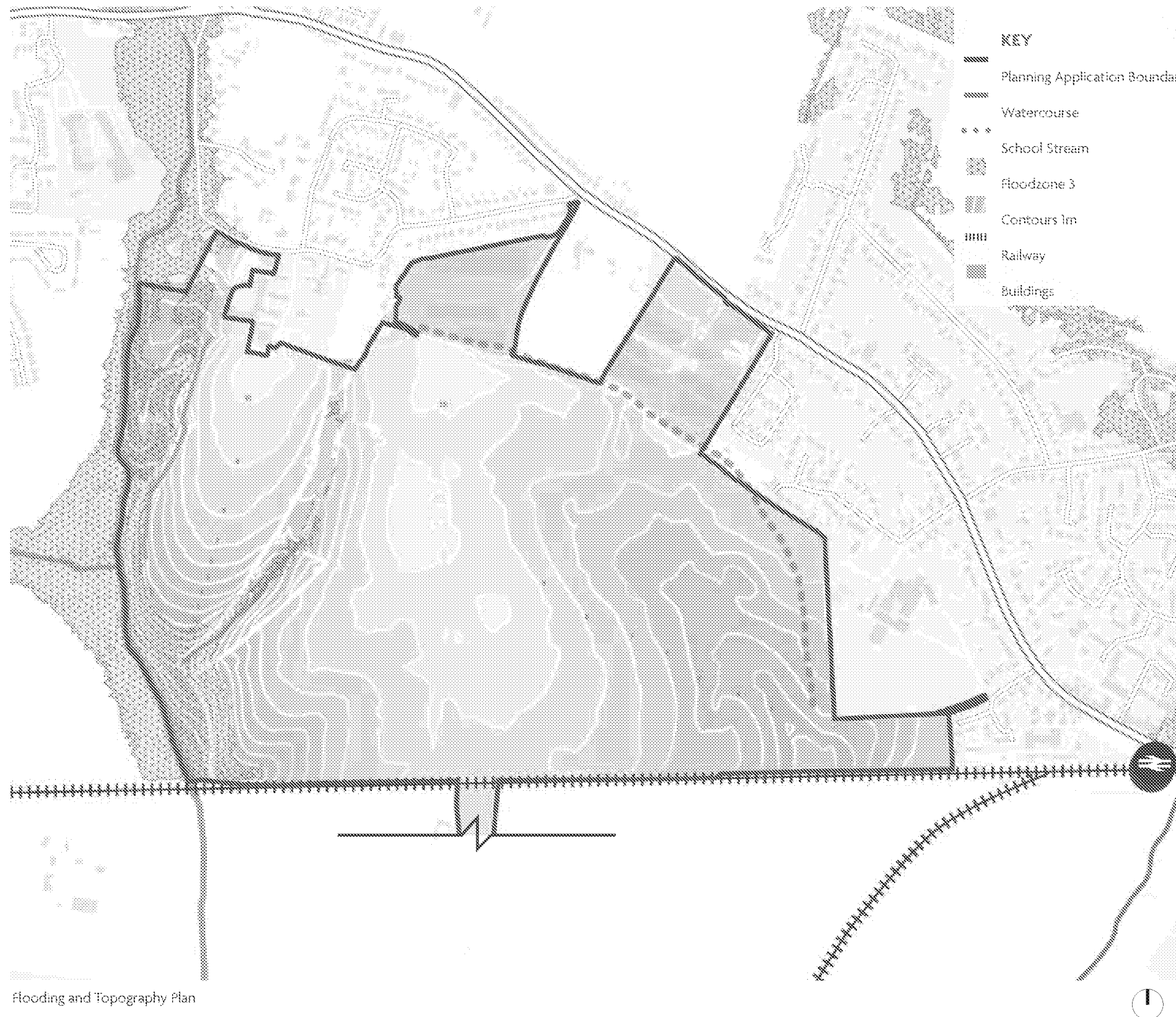
There are no statutory or non-statutory designated sites of nature conservation interest located within or adjacent to the site. The open farmland and Barnham Plant Nurseries provide very few opportunities for faunal groups and are therefore of negligible ecological interest. Features such as streams, hedgerows, tree lines and grassland (more predominant along the site boundaries and within the Lidsey rife corridor) are of greater interest, both in terms of the intrinsic value of the habitats present as well as the potential opportunities that they provide for faunal species.

Given the existing baseline, it is considered that there is significant scope to safeguard existing features of interest and deliver improvements, both in terms of the quantity and quality of habitats and, in turn, the opportunities that they provide for wildlife.



3. Understanding the Application Site

3.3 Flooding & Topography



WATERCOURSES & TOPOGRAPHY

There are certain areas in the site that sit within a defined flood zone based on the Environment Agency's Flood Map for Planning. Typically, these align with the Lidsey Rife along the western boundary and extend across a well defined floodplain broadly parallel with the route of the watercourse. As shown in the adjacent diagram, the site is relatively flat with gentle slopes down towards the west into the rife and south east corner, therefore aiding in the formation of this flood plain. Smaller tributaries also show Flood Zones extending along their reach, within well defined corridors close to the watercourse. Proposed residential parcels will therefore be situated away from the western boundary.

A culverted watercourse (a stream conveyed in a pipe below-ground), referred to as the School Stream flows from the southern edge of the current Barnham plant nursery site in a south easterly direction towards the railway, where it passes under in another culvert before emerging as an open watercourse to the south. The exact route and condition are not currently known; however, it is understood to be in relatively poor condition, with the inlet observed as being overgrown. Given the poor condition of the School Stream, it will need to be adapted and also redirected to run adjacent to the St Philip Howard Catholic School boundary (to the east) in order to provide drainage for their sports pitches. Within the site, there is also a network of smaller land drainage ditches in various locations. On several site visits, these have been observed to run dry or have small isolated pools of water within them, although it is likely in particularly wet periods these look to convey surface water towards the rife.

GROUNDWATER

Elevated groundwater levels are a known issue across much of Arun District and across wider areas of the County. A number of monitoring wells were installed across the site to understand the peak Winter groundwater level and identify patterns of fluctuation in the level. The results are presented in the Flood Risk Assessment, but overall show on average the Winter groundwater was observed within 300-400mm of the ground level, although this varies across the site. Therefore, retention and detention ponds will be required throughout the site to suit the outlined constraints as detailed in the Sustainable Drainage Report.

3. Understanding the Application Site

3.4 Heritage & Archaeology

HERITAGE ASSETS

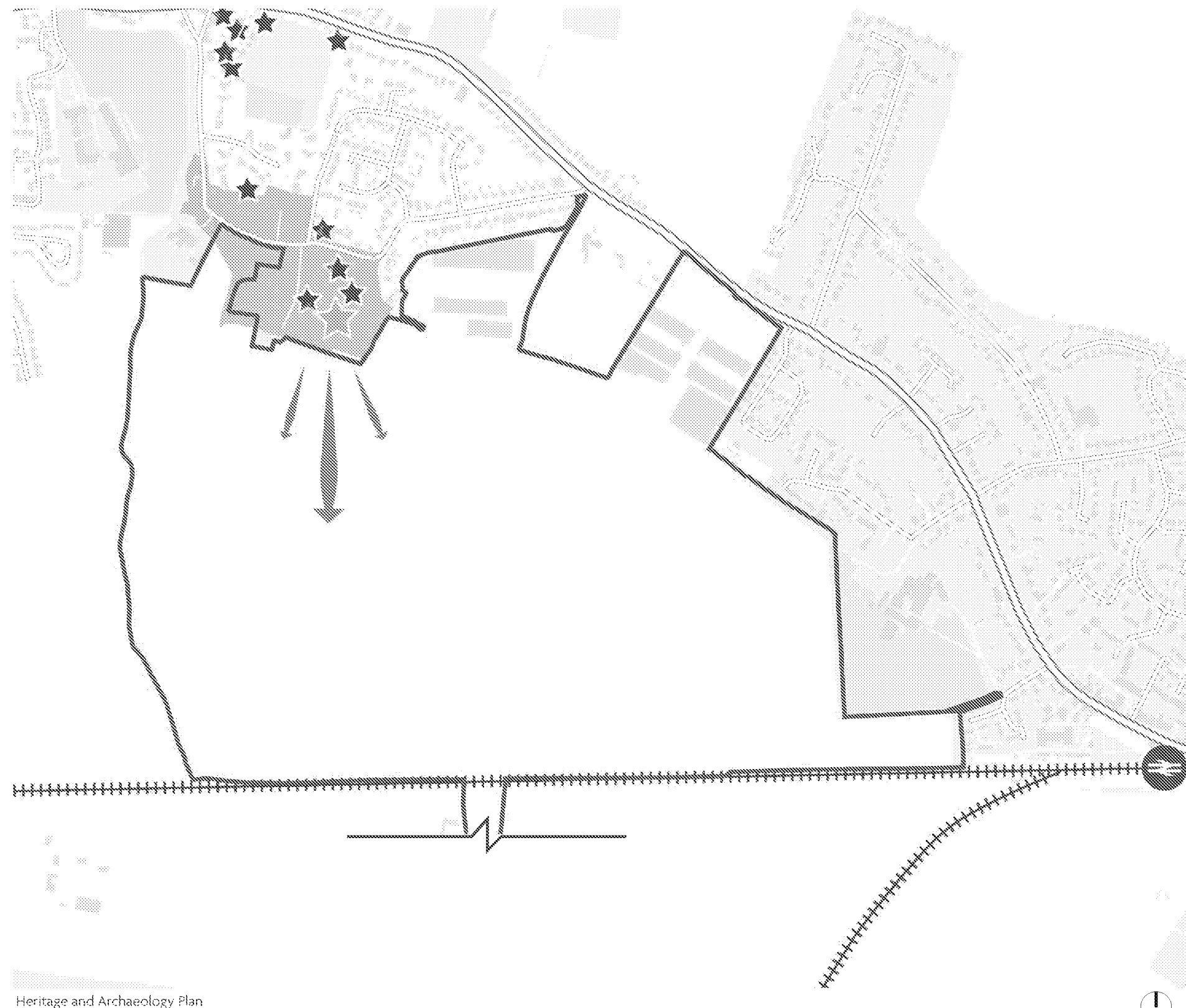
A small part of the application site falls within the Church Lane, Eastergate Conservation Area which contains a number of listed buildings, including the Grade II* listed St George's Church and Grade II Eastergate House. St George's Church lies close to the boundary of the site, and as such, the setting and views to and from the Church will form a key consideration to future development.

Eastergate Square Conservation Area is located further to the north and also contains Grade II listed buildings.

ARCHAEOLOGY

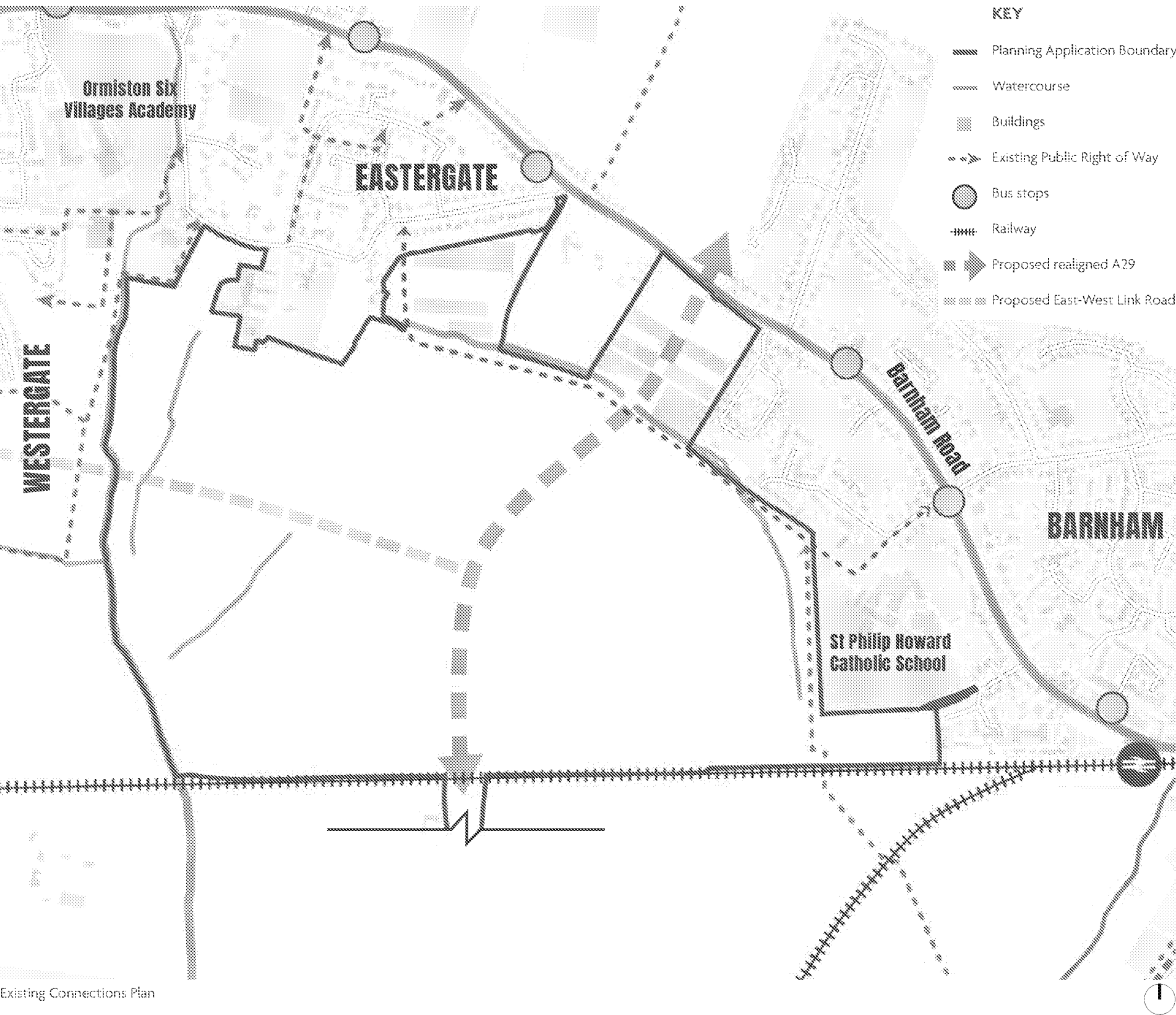
From a review of the Historic Environment Record, which contains records of previous archaeological finds within the site area, there are few areas that contain archaeological remains of high significance. The site lies within the West Sussex Coastal Plain, and it is anticipated that there could be archaeological potential for the Bronze Age, Iron Age and Roman periods.

- KEY**
-  Planning Application Boundary
 -  Existing buildings
 -  Church lane Eastergate Conservation Area
 -  Grade II* listed church
 -  Grade II listed buildings
 -  Key views
 -  Railway line



3. Understanding the Application Site

3.5 Connections



HIGHWAYS

The proposed realignment of the A29 in the allocation is required to alleviate current congestion in the area. The A29 will traverse the site north to south, providing a connection to Barnham Road. In addition, the proposed East-West Link Road will provide east to west connections.

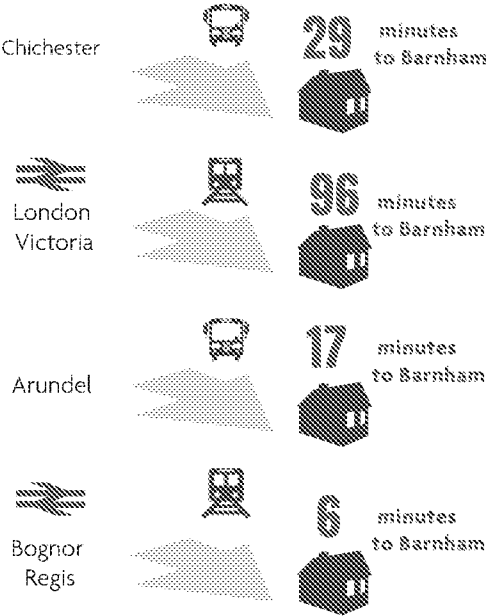
PEDESTRIAN & CYCLE CONNECTIONS

Pedestrian access to the proposed development site is to be gained from the surrounding footpaths and footways. As shown, multiple footpaths perforate the site boundary, providing easy access to the local amenities and encouraging integration with the existing infrastructure. The majority of these have the potential to be connected to new cycleways.

A key Public Right of Way runs along the northern part of the site. This provides access to St Philip Howard Catholic School and Ormiston Six Villages Academy, and crosses the railway to the south east of the site.

PUBLIC TRANSPORT

The site is well connected with national rail and local bus links from Barnham. Bognor Regis is in close proximity to the south, accessible by train in just over five minutes. Local bus links connect Barnham to Chichester to the west and Arundel to the north east, in under 30 minutes. Direct trains connect Barnham to London, arriving at London Victoria Railway Station in approximately 1 hr 30.

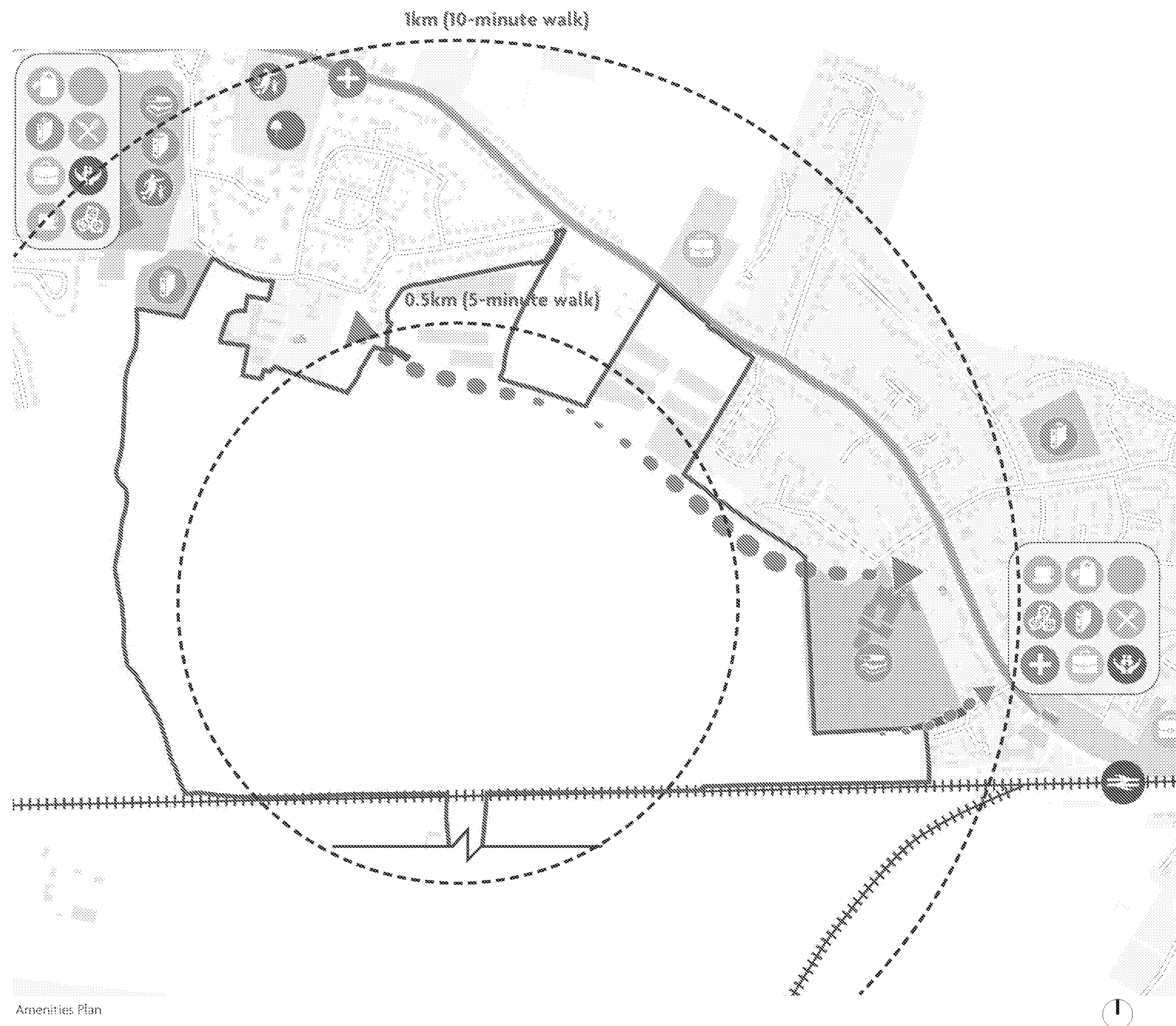


3. Understanding the Application Site

3.6 Amenities

The adjacent diagram demonstrates the grouping of existing amenities that are within walking distance of the centre of the site. The closest of these is to the east beside Barnham train station, followed by centres in Westergate and Eastergate. Given there are no mixed used centres directly adjacent to the site, this opens up the possible need for a new centre in the site itself in order to serve the new residents.

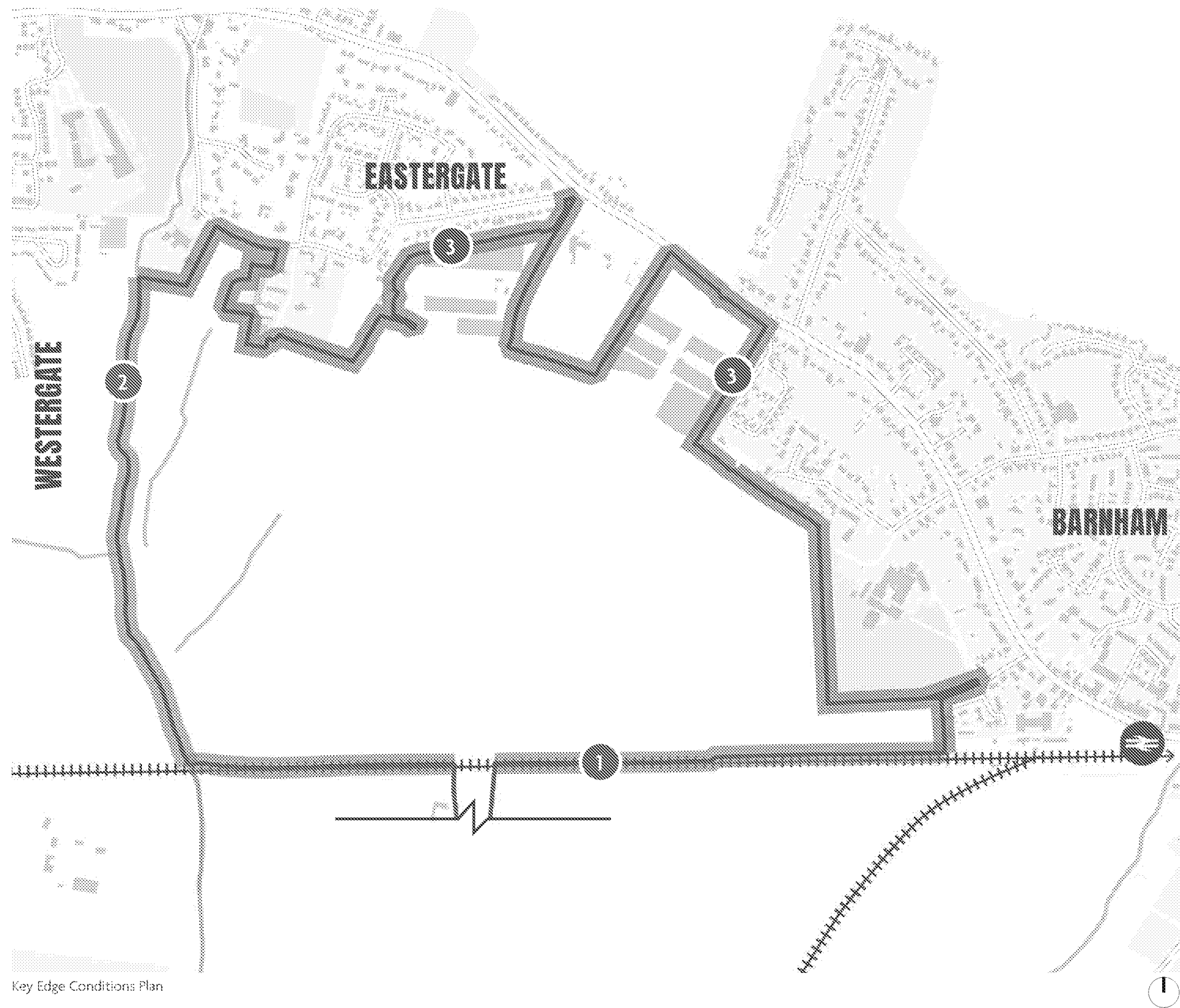
The proposed development will need to connect to existing amenities and complement them rather than compete. Therefore an eastern connection south of St Philip Howard Catholic School will be key. Similar emphasis will be placed on the pedestrian route to the north of the site, providing safe and easy access to the two existing schools. Please see pages 18-19 of the Framework Masterplan for further information regarding local amenities.



3. Understanding the Application Site

3.7 Key Edge Conditions

The application site has a range of settlement and landscape presence along its boundary. Whilst the southern boundary runs along the railway, the western boundary comprises the rife and adjoining open farmland. The north and eastern boundaries adjoin existing settlements of Eastergate and Barnham, respectively, bringing a range of opportunities and elements that require an appropriate response.



Key Edge Conditions Plan



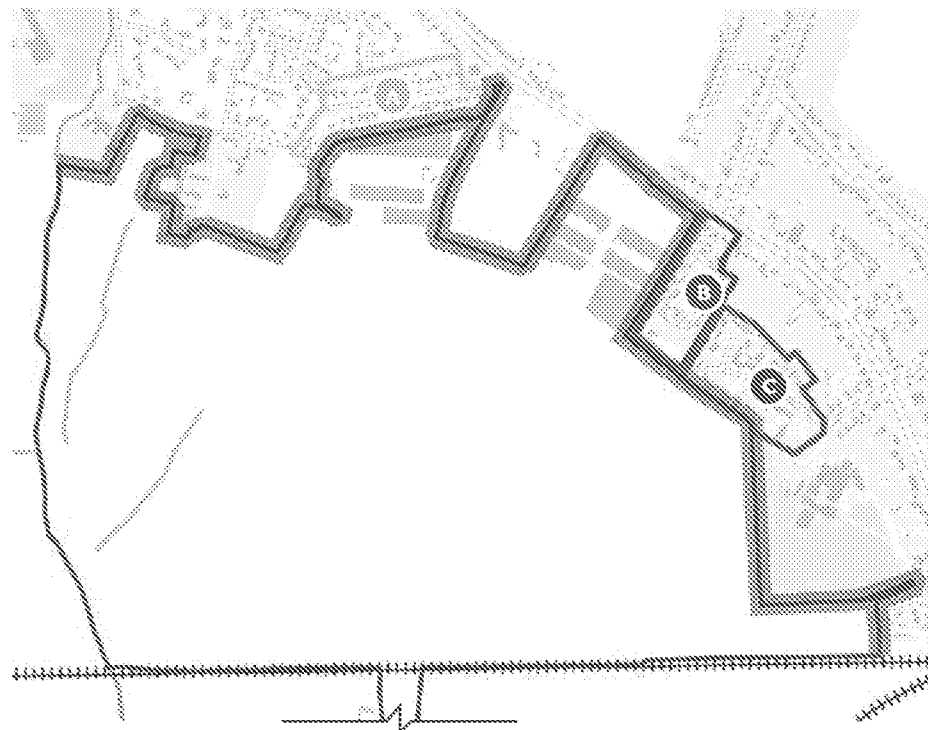
- KEY
- 1 Railway
 - 2 Lidsey Rife
 - 3 Eastergate and Barnham

3. Understanding the Application Site

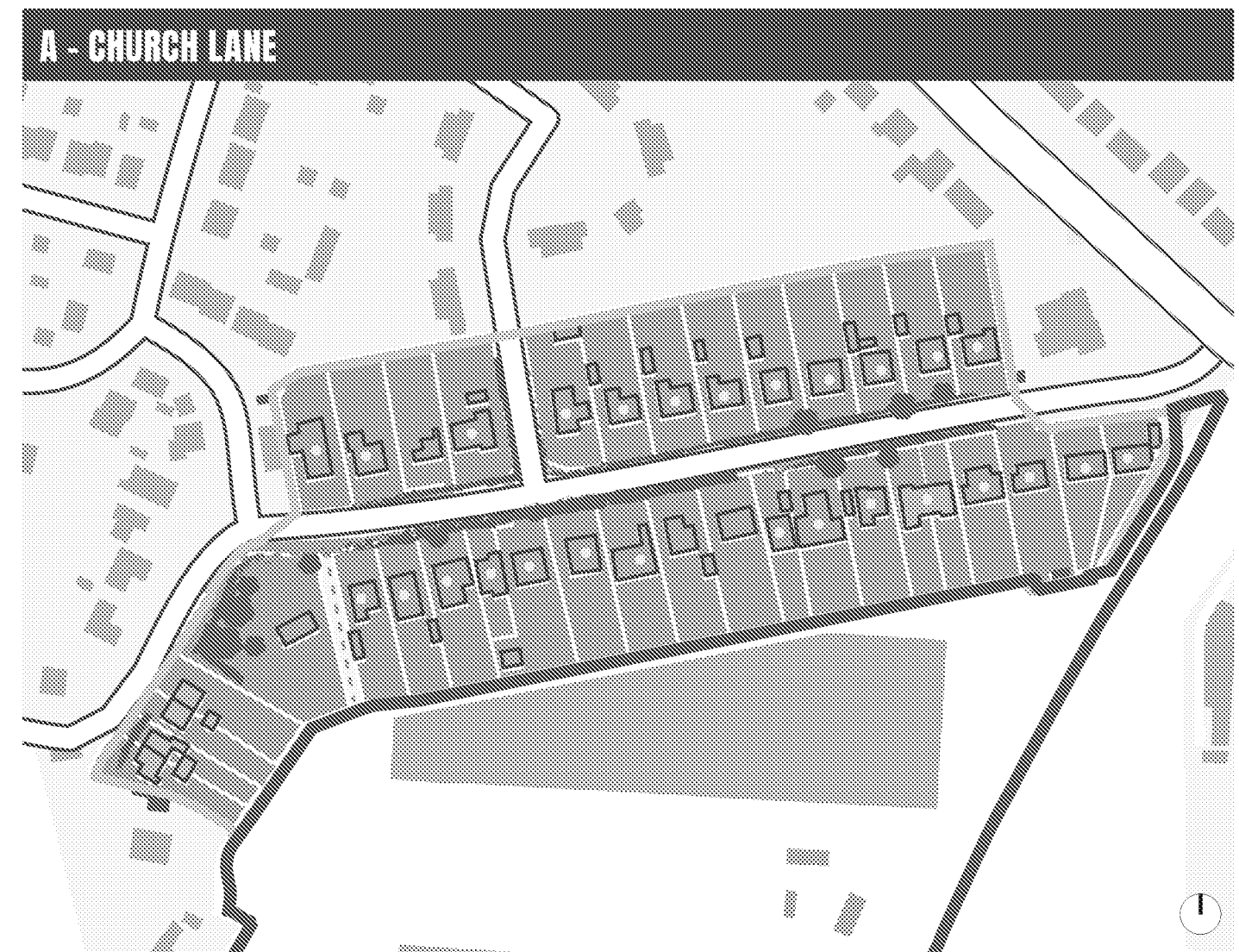
3.7 Key Edge Conditions

The following existing residential developments were chosen as areas of study due to their proximity to the site boundary. Their built form character and relationship with the site boundary will guide the proposed development, which will respond appropriately.

The proposed developments directly adjacent to these sites would ideally use the existing urban landscape as an opportunity to interact with the surrounding villages successfully. This could be done by connecting to and expanding any existing footpath connections whilst also aiming to complete blocks where possible through back-to-back housing.



Key Plan Identifying Area Locations



- The street is characterised by a linear building line that runs parallel to the road with generous setbacks and irregular spacing between dwellings. A range of plot boundary characters including hedges, timber fences and brick boundary walls define the street;
- Private direct access lead to driveways and on plot garages; and
- Building typologies primarily consists of single-storey detached dwellings and the occasional dwellings that go up to 1.5- 2 storeys. Dwellings are set in deep plots with gardens backing onto the site boundary.

KEY

- | | |
|-----------------------------------|--------------|
| Detached dwelling (1 storey) | Tree/foliage |
| Semi-detached dwelling (1 storey) | Road |
| 1.5 - 2 storey | Footpath |

3.7 Key Edge Conditions

B - UPTON BROOKS



C - ELM GROVE SOUTH



- Upton Brooks is a newly built development, to the north of the site boundary. The development has a semi-formal character formed by a predominantly linear building line with consistent setbacks and focused around a shared amenity space. Marker buildings define the entrance to the development. Dwellings adjacent to the site predominantly back on to the site boundary;
- Dwellings primarily have direct access driveways leading to garages set back behind the building line and in between dwellings with a few dwellings sharing drives; and
- The dwelling mix roughly comprises two-thirds detached and one-third terraced.

KKK

- | | | | |
|--|---|--|--------------|
|  | Detached dwelling
(two storey) |  | Key frontage |
|  | Semi-detached
Dwelling (two
storey) |  | Tree/foliage |
|  | Terraced dwelling
(two storey) |  | Garage |
|  | SuDS | | |

- Elm Grove South is located in Barnham and adjacent to the site boundary and St Phillip Howard Catholic School. The street character comprises of a formal, orthogonal arrangement of buildings that are set back from the street. The street follows a different geometry to the building line thus creating a series of shared / public amenity spaces adjacent to streets;
- A range of parking solutions include on-street parking, private garages as well as on-plot drives; and
- Dwellings are predominantly two storeys and comprise a mix of semi-detached, terraced and apartments. Dwellings that are adjacent to the site, back onto the site boundary.

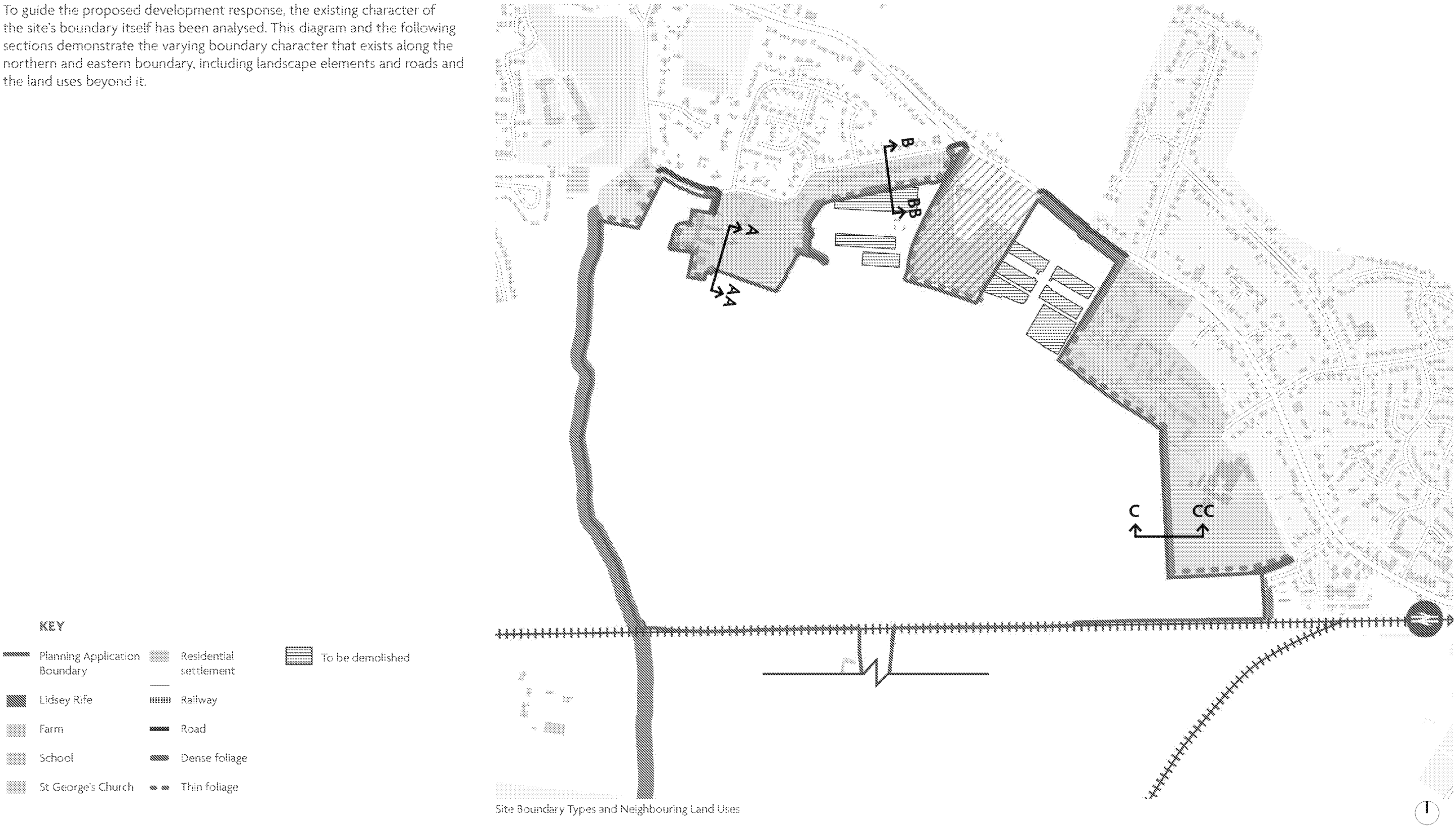
ZZZ

-  Detached dwelling (two storey)
  Key frontage
-  Semi-detached dwelling (two storey)
  Tree/foliage
-  Terraced dwelling (two storey)
  Footpath
-  Apartment block (three storey)
  Garage
-  Single storey

3. Understanding the Application Site

3.7 Key Edge Conditions

To guide the proposed development response, the existing character of the site's boundary itself has been analysed. This diagram and the following sections demonstrate the varying boundary character that exists along the northern and eastern boundary, including landscape elements and roads and the land uses beyond it.



3.7 Key Edge Conditions

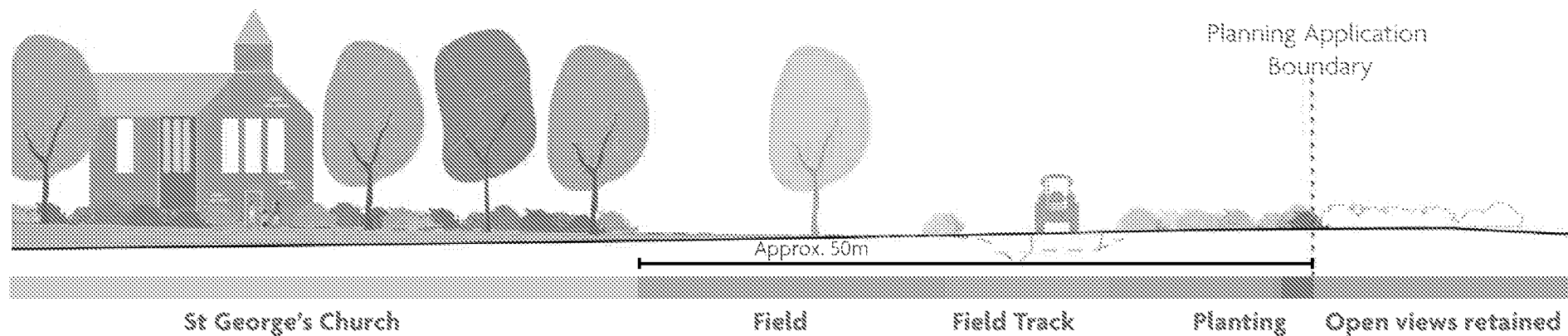
conclusion

The existing adjoining land uses help to guide the proposed development and its response to it. There is an opportunity for proposed development adjacent to existing settlement edges such as Church Lane, Upton Brooks, and Elm Grove south to integrate the existing urban landscape with the extension or retention of paths for pedestrian and cycle connections. Proposals could also complement the built form with new dwellings backing on to the existing backs, thus completing a back-to-back residential block (Section B-BB).

The Lidsey Rife along the western edge provides a unique opportunity for a linear park. Continuing the park north towards St George's Church would be an appropriate response to the Grade II* listed building setting and maintaining views south from it (Section A-AA).

The existing edge boundary treatments will need to be approached sensitively in areas with dense vegetation, particularly along the existing PROW adjoining the existing plant nurseries and along the eastern boundary along St Philip Howard Catholic School. Locating open space and active routes would be a more appropriate response to this setting (Section C-CC).

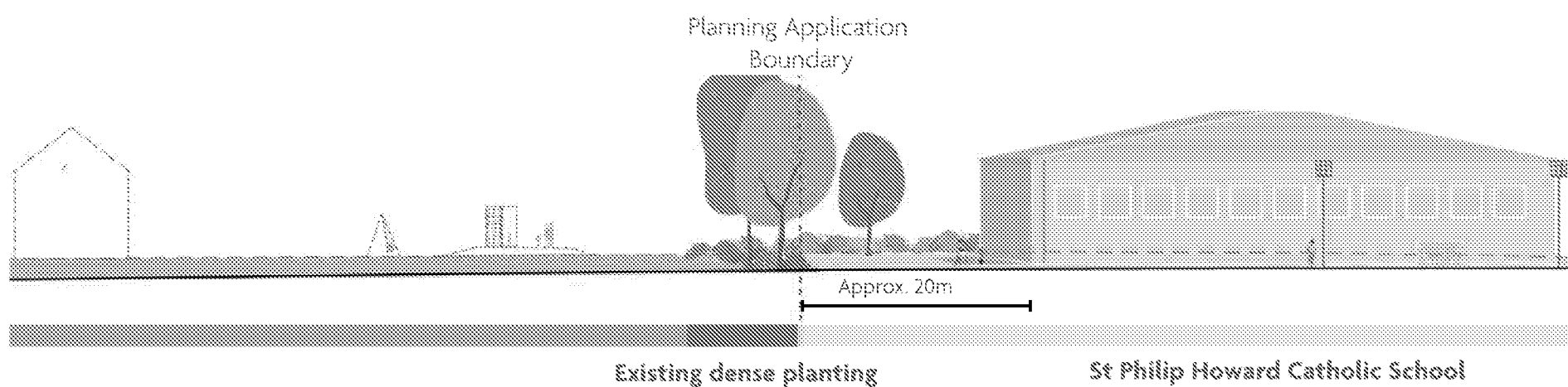
The presence of the railway along the southern edge also requires new development along this edge to set back, making space for open space, pedestrian & cycle routes, and a suitable planting strategy.



Section A-AA through St George's Church on northern edge



Section B-BB through existing residential development of Eastergate village



Section C-CC through St Philip Howard Catholic School on eastern edge

3. Understanding the Application Site

3.8 Constraints

CONSERVATION AREAS & LISTED BUILDINGS

Two Conservation Areas lie close to the development, and the site incorporates some of the Eastergate Church Lane Conservation Area and directly adjoins the site of the Grade II* listed St George's Church. Future proposals will need to ensure that the heritage setting of these areas is appropriately considered by integrating open space, which protects and enhances the historic setting of St George's Church and Eastergate Conservation Area.

WEST COASTWAY RAILWAY LINE

The railway line currently acts as a barrier to north-south movement and also presents a potential noise impact. North to south movement is currently possible in three areas:

- Western underpass adjacent to Lidsey Rife;
- Farm access at grade; and
- Raised level foot crossing of the Public Right of Way in the east.

There is also a shallow underpass to facilitate surface drainage of the School Stream; however, this will not be of sufficient size for a person to pass through. The proposal will also need to set back any new development beyond the noise exclusion zone as indicated on the plan opposite.

FLOOD ZONES & WATERCOURSES

The site is naturally drained through a series of small, interconnected ditches and watercourses, with the Lidsey Rife running in a valley from north to south. The rife valley is a well-defined floodplain, categorised as Flood Zone 3, or areas potentially at high risk of flooding from rivers or the sea. Residential parcels will therefore be shaped and placed in a way that avoids the floodplain.

KEY					
	Planning Application Boundary		Residential area		Flood zone 3
	Existing settlements		Listed Church		Watercourse
	Approved development adjacent to application boundary		Wildlife consideration		Realigned A29
	Schools		Trees and hedgerows		Public Right of Way
	Conservation areas		Root Protection Order		Railway line
			Noise Exclusion Zone		Contours (1m)



3. Understanding the Application Site

3.9 Opportunities

THE LIDSEY RIFE CORRIDOR

The unique characteristic of the rife presents an opportunity to incorporate a linear park running north to south and a significant amenity area for existing and new residents, to which other areas of the site can connect.

MATURE TREES & HEDGEROWS

Currently used for agriculture, the majority of the site is devoid of mature trees and hedgerows. However, several tree lines exist along existing watercourses and Public Rights of Way and in the northern and western areas of the site. Therefore, there is an opportunity to retain and connect these landscape features into the development proposal as much as possible.

ENHANCED CONNECTIONS

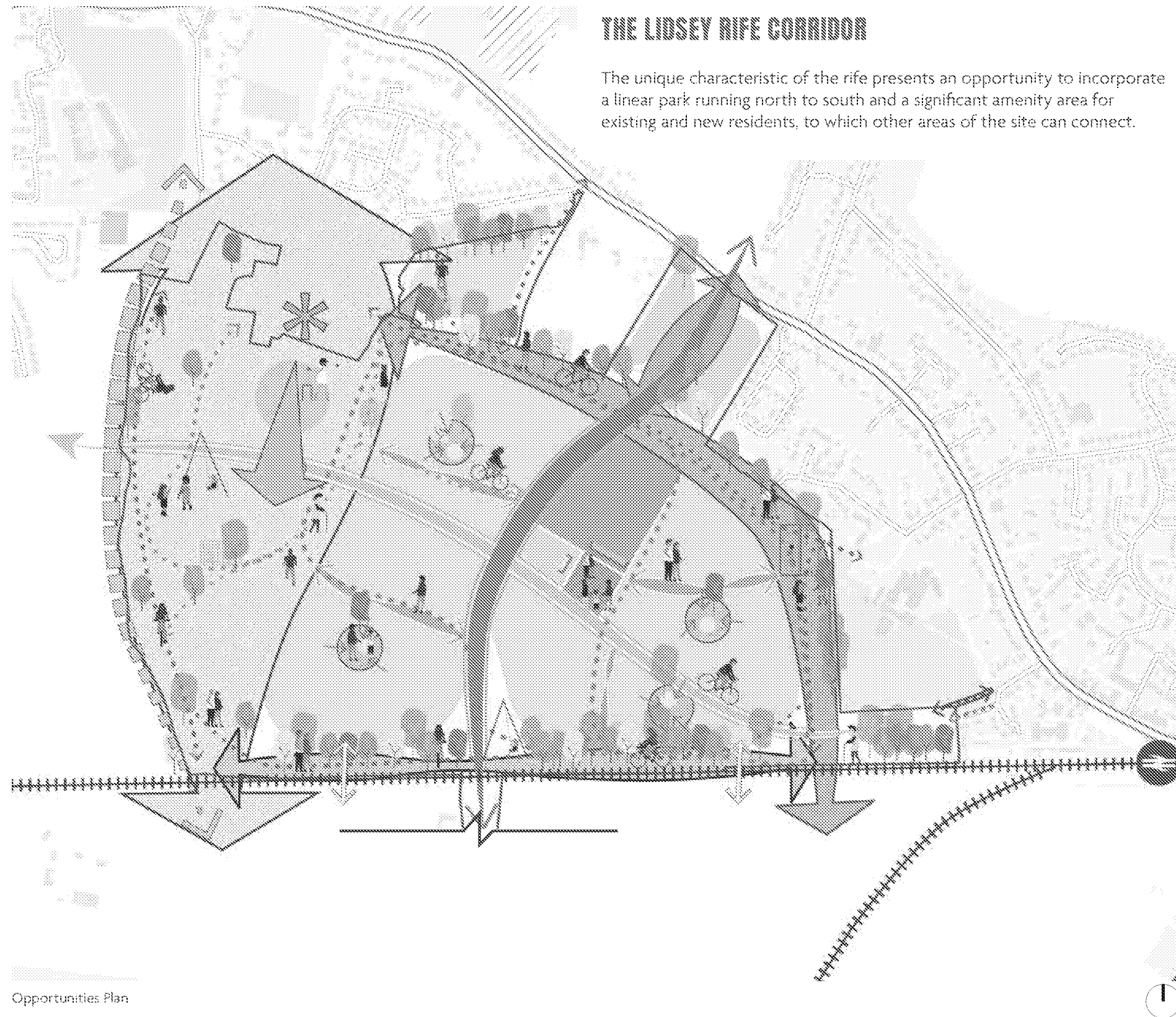
The proposal will provide connections to and from the existing communities. At a strategic level, the proposed realignment of the A29 is an opportunity to ensure a quicker and safer route across the railway, including for pedestrians and cyclists. There is also an opportunity to provide a direct connection towards Barnham railway station and back into Westergate.

PUBLIC RIGHTS OF WAY & THE GREEN GAP

Several Public Rights of Way (PROW) run adjacent to the site, which present an opportunity to ensure BEW Parcel SC1 links to this existing network. The PROW to the north of the site is an opportunity to upgrade to a pedestrian and cycle route and provide a green link between the existing schools neighbouring the site and proposed development. To ensure future development at BEW Parcel SC1 does not lead to a coalescence of Barnham and Eastergate villages, a 'Green Gap' comprising of open space and landscape elements will be incorporated as part of the landscape strategy.

A SUSTAINABLE NEIGHBOURHOOD

There is an opportunity for a Neighbourhood Centre that supports the existing and new neighbourhoods, which provides new and complementary community benefits.



KEY

— Planning Application Boundary	*** Proposed leisure route	■ Lidsey Rife Linear Park
■ Proposed development	↔ Barnham Station Link	■ Green Gap
■ Proposed school	↔ Pedestrian links past railway line	■ Railway link
➔ Realigned A29	*** Proposed off road segregated cycle route for pedestrians and cyclists	■ Neighbourhood Centre
➔ East to west connections	*** Proposed wellbeing route	● Play areas
*** Public Right of Way	*** Green link	➔ Green corridors
*** Proposed wellbeing route	*** Green link	● Pocket Park

Opportunities Plan





CHAPTER FOUR

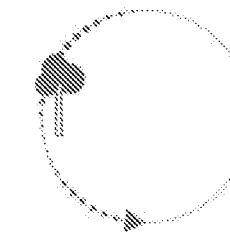
The Vision

This chapter describes the vision for the application site and demonstrates how the design principles established in the endorsed Framework Masterplan Document (FMD) have subsequently informed a set of layout principles guiding the evolution of the illustrative masterplan.

4. The Vision

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.

BEW Parcel SC1 will be a place that...



...Embraces the Lidsey life through...

- A meandering landscape as its defining feature, providing space for recreation and life support for wildlife;
- An ecologically rich wildlife corridor protecting, enhancing and forming a key link within the Lidsey Rife Linear Park and corridor;
- Providing space to escape and be close to nature;
- Routes that are slow paced for leisure;
- Incorporating opportunities to cycle and connect to the coast; and
- Connecting and protecting adjacent villages through landscape corridors and buffers.