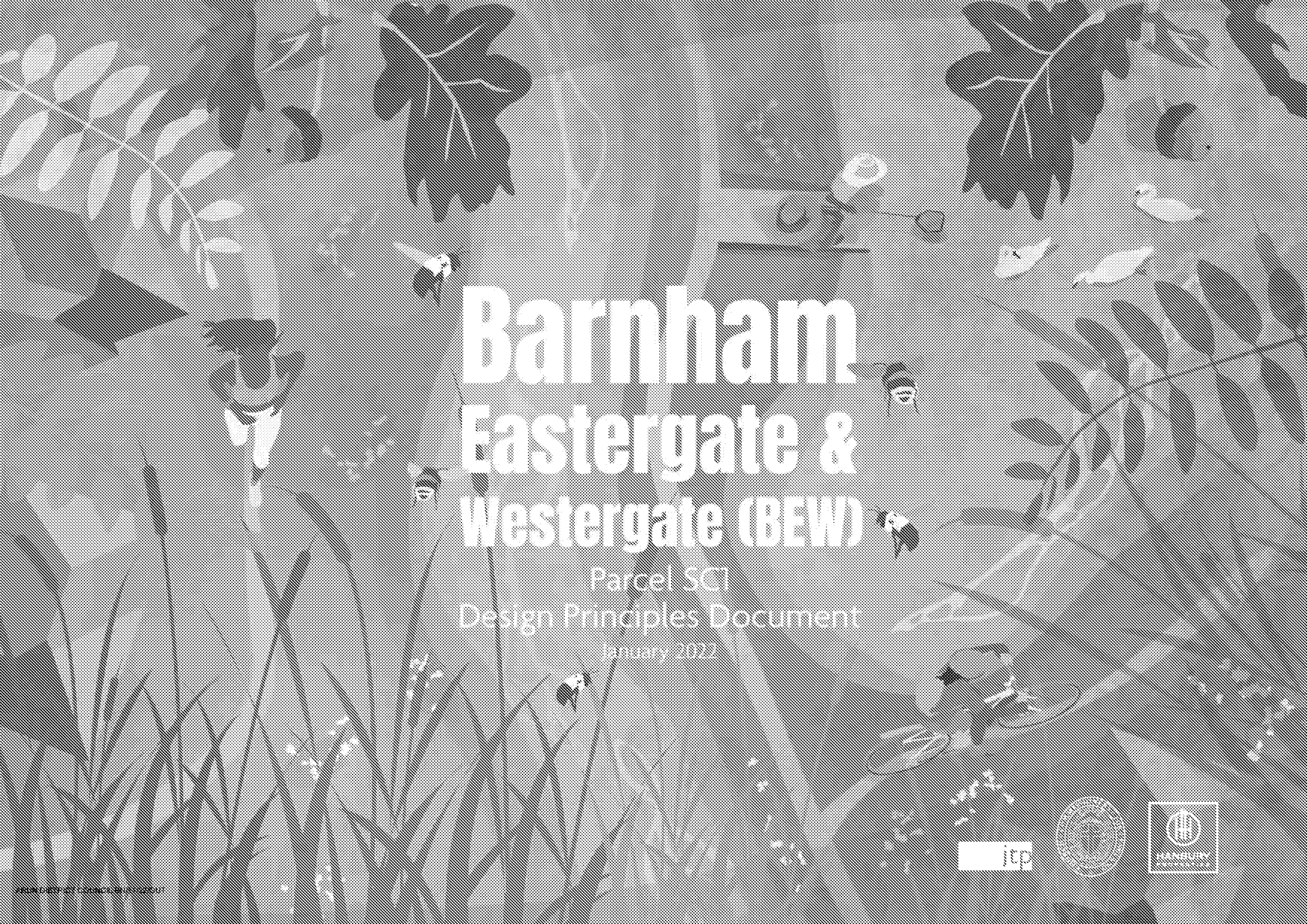
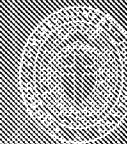
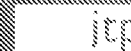




Barnham Eastergate & Westergate (BEW)

Parcel SC1
Design Principles Document

January 2022



The Team



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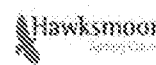
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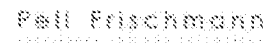


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Development Archaeology Services Ltd
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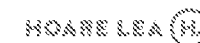
Ecology
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Farncombe House, Farncombe Estate, Broadway,
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Executive Summary



Artists' impression looking towards the new primary school, Neighbourhood Square and mixed uses



Artists' impression looking east along the Green Link towards the New Neighbourhoods

The application site 'BEW Parcel SCI' is in West Sussex and is part of the area identified for planning local development in the Arun Local Plan. Arun Local Plan Policy HSP2c SD5 designates the BEW Parcel SCI and other land as a Strategic Allocation and identifies the key design and infrastructure requirements to support the allocation and serve existing communities.

The Endorsed Framework Masterplan

As the first stage in the masterplanning process, a Framework Masterplan was prepared to comprehensively plan for the allocation and associated infrastructure whilst promoting high quality and imaginative design. Arun District Council (ADC) endorsed the Framework Masterplan in November 2020, and it provides an indication of the broad layout of the site and how the requirements in the Local Plan could be translated into a well-designed, successful place.

Outline Planning Application

This Outline Planning Application for BEW Parcel SCI presents the first development parcel within the Strategic Allocation and is brought forward by C.C. Projects and Ashmarden Ltd and Hanbury (PM) Ltd, who are promoting the site as 'The Southern Consortium'. The site is largely north of the West Coastway railway line, part of the larger site allocation SD5 referenced in ADC's Local Plan. This proposal builds on the objectives and development principles established in the Framework Masterplan, as well as adopted and emerging policy, to propose a high quality residentially led mixed use development that is complemented and supported by an enhanced landscape and transport infrastructure.

This Design Principles Document provides a benchmark for quality and co-ordination across all phases of the BEW parcel SCI. It sets out key design principles to underpin well-designed, distinct neighbourhoods, streets and the public realm. This document is submitted for approval and sits alongside the parameter plans. It takes into account the principles established in the endorsed Framework Masterplan and established design principles that ADC will expect reserved matters applications to accord with.

The A29

The A29 realignment scheme, an important part of the aims for Arun District as outlined in the West Sussex Transport Plan, allows for improved journey times through the area by means of a new road bridge across the railway through the Strategic Allocation site.

Introduction

Purpose of the Document

This Design Principles Document has been prepared in support of the Outline Planning Application submitted for BEW Parcel SCI on behalf of C.C. Projects and Ashmarden Ltd and Hanbury (PM) Ltd. It forms part of the suite of documents submitted for the application and should be read in conjunction with the parameter plans.

The site forms part of the site allocated in the Arun District Local Plan (2018) under Policy H SP2c SD5. The Outline Planning Application (with all matters reserved except for the A29 realignment) is for the demolition of existing structures and mixed use development to provide residential dwellings (Use Class C3), care home/senior extra care facility (Use Classes C2/C3), flexible retail and community floorspace (Use Classes E/F2/sui generis), a primary school, plus associated open space, landscaping, drainage and all other associated ancillary works; and realignment of the A29 and early connection to existing A29, including construction of a new road carriageway, junctions and associated infrastructure.

A Framework Masterplan for the SD5 allocation was endorsed by Arun District Council in November 2020. The purpose of the Framework Masterplan was to provide a strategic and flexible guide that provides an indication of the broad layout of the site as a well designed, successful place. This Design Principles Document takes into account and expands upon the principles established in the endorsed Framework Masterplan. Further detail about the Framework Masterplan can be found in the Design and Access Statement.

The purpose of this Design Principles Document is to provide a benchmark for quality and co-ordination across all phases of the BEW parcel SCI. It sets site specific design requirements to underpin well designed, distinct neighbourhoods, streets and the public realm.

This document will be an approved document by Arun District Council (ADC) and is aimed to assist:

- ADC officers in assessing future reserved matters applications;
- future phase developer and consultant teams in understanding the requirements for preparing Reserved Matters Applications;
- The local community in understanding the requirements for and expectations for design quality across the site; and
- in achieving buy-in from key statutory undertakers, including West Sussex County Council highways, refuse collection, utilities departments, and the fire service.

Guidance within the Design Principles Document uses the word 'should' to indicate that compliance with the design principles is generally required. Deviation from the principles set out in this document will only be permitted based on robust evidence and strong justification for doing so. In such cases, developers and design teams will need to demonstrate that their proposals will deliver a high quality design that aligns with the aims of the Design Principles.

Illustrations in this document are provided as examples of how the scheme might come forward. The design and layout will be approved at Reserved Matters Application (RMA) stage.

The Vision for BEW Parcel SC1



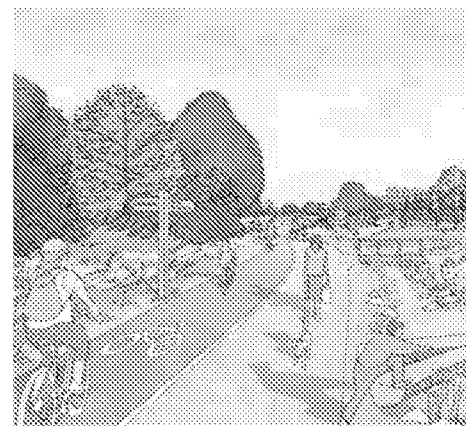
Embraces the **Lidsey** life through...

- 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.



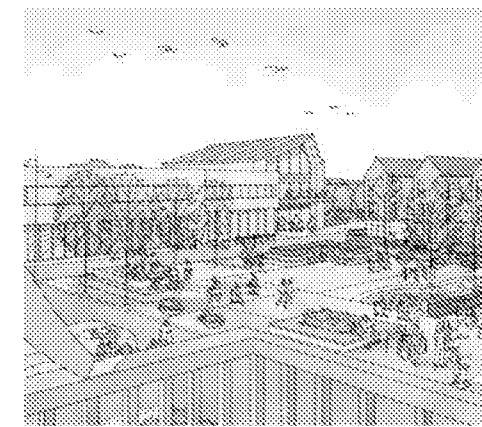
Embeds **loops** of activity and landscapes in everyday life through...

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



Delivers strategic **links** through...

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



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

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

This Planning Process

Local Plan Policy HSP2 requires that the strategic site allocations are comprehensively planned and should have regard to a masterplan that has been endorsed by the Council. In accordance with this, a Framework Masterplan was prepared to set out the masterplanning principles for the allocation and integrate it within the existing landscape and community to achieve a high quality place. The Framework Masterplan was endorsed by Arun District Council in November 2020.

The Framework Masterplan represents the first stage in the decision making process following the allocation of the site within the Local Plan, which is set out in the adjacent diagram. Planning applications within the allocation must comply with the principles established and present the next stage in the approvals process. Following Hybrid and Outline Planning Applications, detailed design information will be provided at Reserved Matters stage, and planning conditions will be used to provide increasing levels of technical and design detail.

Further design evolution and detail will be provided in planning applications through a suite of documents, including Design and Access Statements and parameter plans. This Design Principles Document also forms part of the formally submitted suite of documents for the planning application.

1. LOCAL PLAN ALLOCATION

Arun Local Plan Policy HSP2c SD5 allocates the site as a strategic allocation and identifies the key design and infrastructure requirements for development to deliver. This informs the Framework Masterplan and subsequent planning applications.

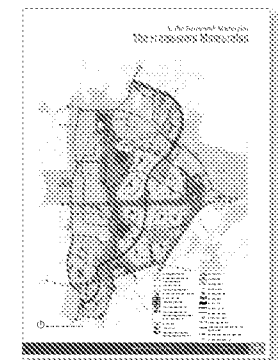
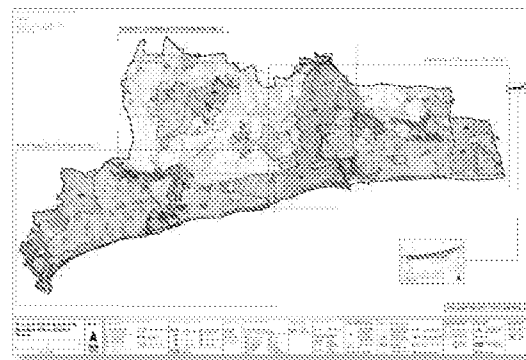
There are multiple land owners within the allocation site and the diagram opposite broadly illustrates the various ownerships and promoters.

2. FRAMEWORK MASTERPLAN DOCUMENT

Arun Local Plan Policy HSP2c SD5 requires a Framework Masterplan and document to be developed in line with the high level development principles endorsed by Arun District Council. The Framework Masterplan was produced by the Southern Consortium which comprise of C.C. Projects and Ashmarden Ltd and Hanbury (PM) Ltd, and is the majority landowner of the site allocation.

The endorsed Framework Masterplan provides key 'design concepts' to ensure high quality design and placemaking. This in turn will define the character and context of the development proposals.

For further detail on the endorsed Framework Masterplan, please refer to Chapter 2 of the Design and Access Statement (DAS).



This Planning Process

3. HYBRID, OUTLINE OR FULL PLANNING APPLICATIONS

As the site allocation is subject to multiple ownerships, land parcels will come forward by a series of separate planning applications, such as Outline, Hybrid and Full Planning Applications.

These applications must accord with the Framework Masterplan endorsed by members of Arun District Council (ADC) in November 2020, and ADC's high level design principles. Each application will be accompanied by a Design and Access Statement (DAS) which will provide an additional layer of detail from that included in the Framework Masterplan. A Design Principles Document will accompany the DAS and set out the key 'Design Principles' to ensure consistency and quality of design approach across the development site and focused guidance for compliance at the detailed design stage. Each application will also contribute its proportional share in terms of the delivery of infrastructure either on site or via Section 106 obligations.

4. RESERVED MATTERS APPLICATIONS (FOLLOWING OUTLINE OR HYBRID APPLICATIONS ONLY)

Detailed design proposals will be submitted to Arun District Council for approval. Each Reserved Matters Application will be required to demonstrate how it aligns with the development principles approved at Outline or Hybrid Application stage. The Reserved Matters Application will provide an additional layer of design detail on:

- Access;
- Layout of the Reserved Matters Application parcel;
- Design of the houses/employment space/local centre;
- Specific number of dwellings including affordable housing and housing mix; and
- Location of landscape features and play facilities.

5. PLANNING CONDITIONS & OBLIGATIONS

Each planning permission will be subject to a number of conditions and legal obligations which will require further information to be provided to the Council before certain activities can take place, such as construction works, deliveries and occupation of the development. Each stage must accord with the endorsed Framework Masterplan and previously agreed stages.

This Application

PARAMETER PLANS

A set of parameter plans form a key part of the Outline Planning Application and will be formally approved as part of the planning permission. The parameter plans set the framework for the masterplan, to help guide and shape future development, and they form the basis for the assessment in the Environmental Statement. The application sets the following development parameters:

- Land Use;
- Movement and Access;
- Green Infrastructure;
- Building Heights; and
- Development Character Areas.

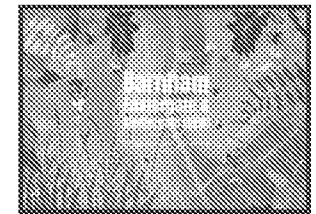
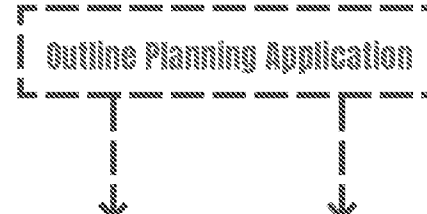
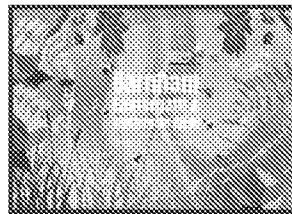
DESIGN PRINCIPLES DOCUMENT

This document is submitted for approval and sits alongside the parameter plans. It takes into account the principles established in the endorsed Framework Masterplan and established design principles that Arun District Council will expect reserved matters applications to accord with.

Other key submission documents:

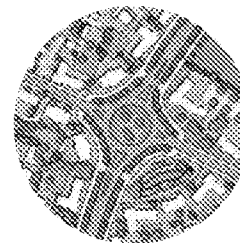
- Planning Statement;
- Environmental Impact Assessment; and
- Design and Access Statement (DAS) and Landscape Strategy submitted as a supporting document.

This diagram shows how the design documents submitted as part of this application relate to each other. While the DAS is an illustrative document, the principles set out in this Design Principles Document are submitted for approval. Therefore, along with the parameter plans which form part of this application, Reserved Matters Applications will need to comply with these principles.



DESIGN & ACCESS STATEMENT (DAS)
Supports what is being applied for
(Submitted as part of the Outline Planning Application)

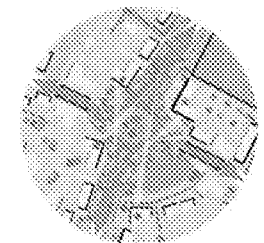
- It is an illustrative document
- Explains the background and context that has informed the design parameters
- Describes the parameters set in the parameter plans for the Outline Planning Application site (Access and movement, land use, Green infrastructure, Building heights, Character areas)
- Supporting illustrative masterplan



Extract of Illustrative Masterplan

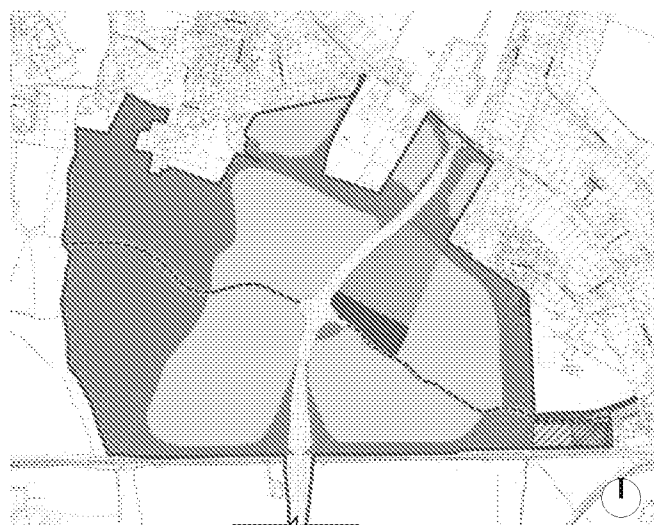
DESIGN PRINCIPLES DOCUMENT
Sets guiding principles to inform future designs and Reserved Matters Applications
(Submitted as part of the Outline Planning Application)

- The principles set are for approval
- Builds on the parameters set out in the parameter plans
- Along with the parameter plans, Reserved Matters Applications will need to comply with these principles.



Extract of Design Principles

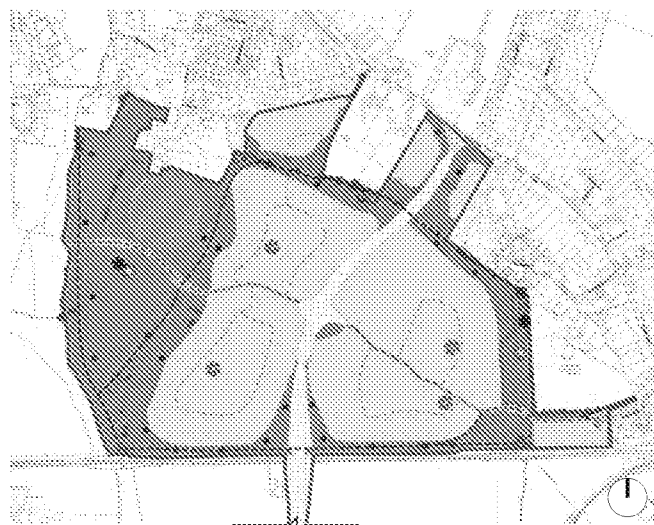
This Parameter Plans



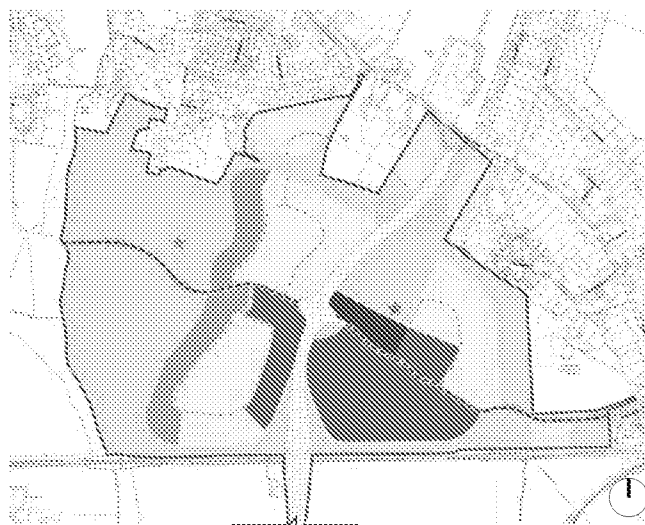
Land Use Parameter Plan



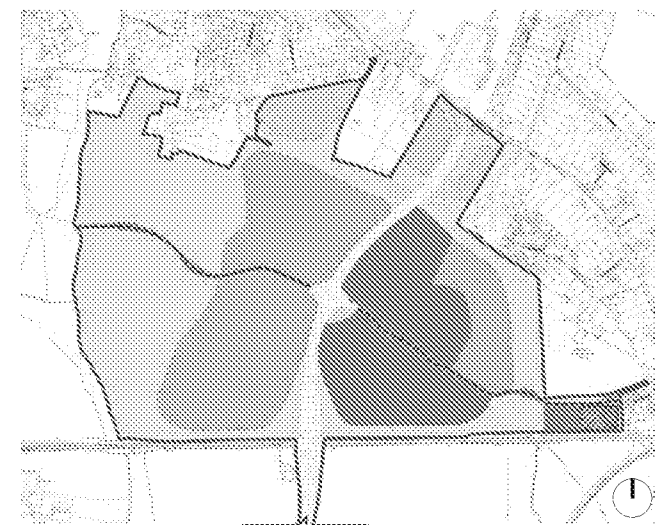
Access & Movement Parameter Plan



Green Infrastructure Parameter Plan



Building Heights Parameter Plan



Development Character Areas Parameter Plan

In addition to the DAS, a set of parameter plans are submitted as part of the planning application. Whilst the DAS sets out the vision and delivery of the site, parameter plans establish a series of parameters for: land use; access and movement; building height; open space; and character areas. These can be found in Chapter 5 of the DAS and are submitted as stand alone drawings.

The Design Principles in this document build upon the parameters set by these plans, particularly the Character Areas Parameter Plan, and provide further design guidance for development.



ARTIST'S IMPRESSION LOOKING TOWARDS POCKET PARK AND ALONG THE EAST-WEST LINK ROAD

Document Structure

The following Design Principles are specific to BEW parcel SC1, and draw upon relevant components from the National Model Design Code and the endorsed (January 2021) Arun District Council Design Guide Supplementary Planning Document (SPD), including aspects such as Movement, Nature, Built form, and the Public Realm. The principles do not seek to prescribe aspects of architectural style, identity, or materials as this information will be provided at RMA stage.

Diagrams are used to illustrate how the proposals should be designed to comply with the design principles set out. The document is structured as three sections:

- A) Site-wide principles
- B) Built form character principles
- C) Landscape character principles

A) SITE-WIDE PRINCIPLES

Key site-wide principles have been identified, and this section provides guidance for the following aspects:

- Movement including access, street hierarchy, key crossings, pedestrian and cycle connections;
- Identification of three Key Groupings which require special design guidance;
- A set of A29 Interface principles supported by diagrams;
- Guidance for the design of Pocket Parks; and
- Specific requirements for each street typology including the width of streets, the relationship between different users, and landscaping.

B) BUILT FORM CHARACTER PRINCIPLES

Three broad areas of distinct character have been identified in the Development Areas Character Parameter Plan submitted as part of this application. The following guidance is provided for each area within this section:

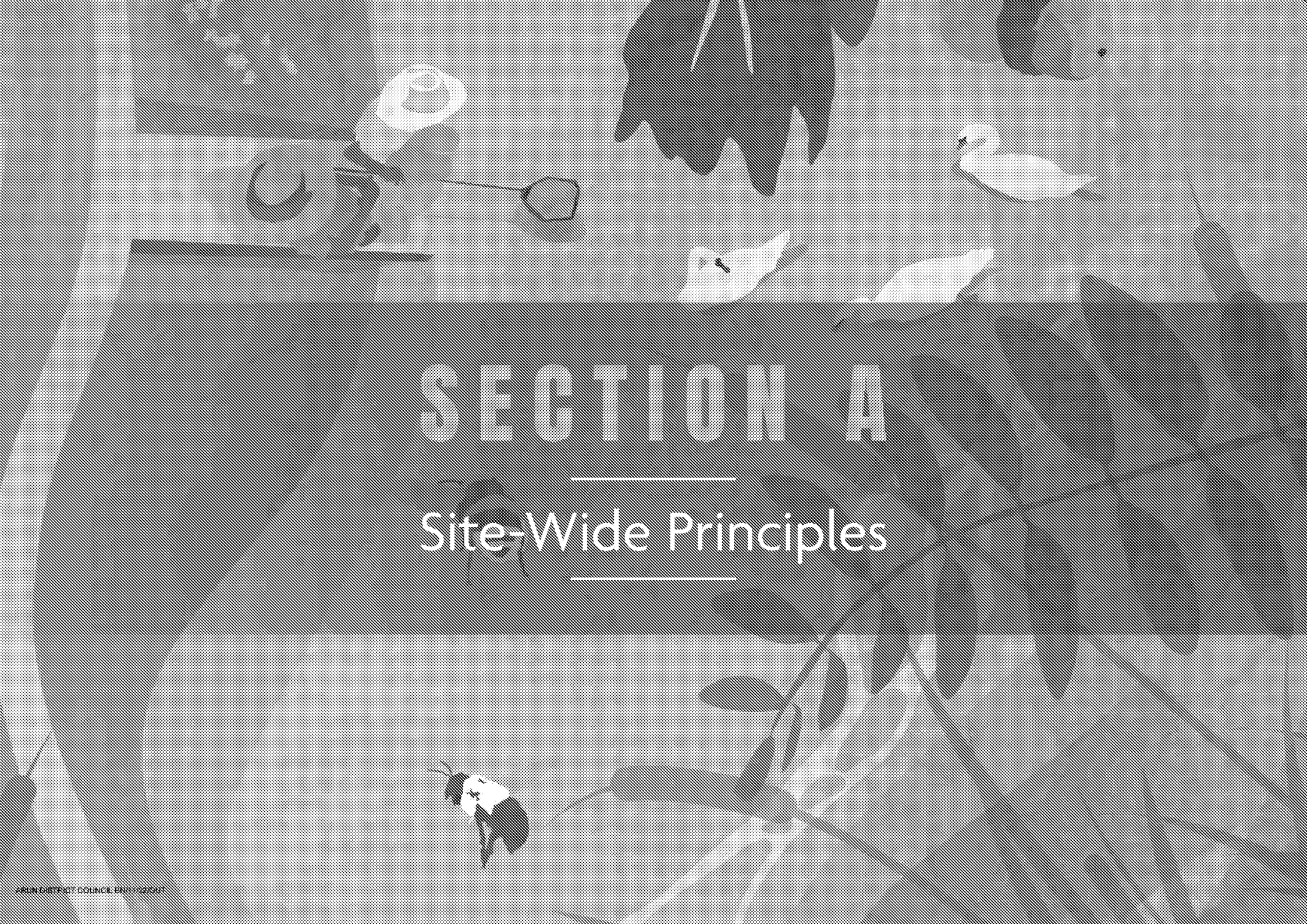
- A brief introduction setting out the key features of the area within the wider masterplan;
- An illustrative view giving a general impression of how the area might look and feel;
- A set of Key Layout Principles supported by a diagram;
- Identification of key interfaces with the public realm within the character area; and
- A series of recommended Built Form Principles are established for each character area.

C) LANDSCAPE CHARACTER PRINCIPLES

Key areas of varying landscape character have been identified and guidance is provided for the following landscape areas:

- A29 Interface;
- Green Gap;
- Railway Interface;
- Green Link;
- Liddy Linear Park; and
- Surface Water Drainage.





SECTION A

Site-Wide Principles

A. Site-Wide Principles

Movement

ACTIVE TRAVEL

Walking & Cycling

The aim of the proposed active network within the masterplan is to encourage walking and cycling to be the first choice for short local journeys, particularly to the Neighbourhood Centre, schools and neighbouring villages.

This means creating continuous, clear, relatively direct and attractive walking and cycling routes both within the site and into the surrounding villages. Walking and cycling routes are proposed along streets as well as through green infrastructure routes. The plan on the following page highlights the active travel network across the site and providing connections to the surrounding. Please refer to Section 7.4 of the DAS, 'Sustainable Movement'.

Active routes should be:

- Overlooked by buildings and activity as people feel safer on streets and in spaces where there are other people around (please refer to section C Landscape principles);
- Direct shorter route, follow desire lines where possible to encourage usage;
- Proposed along streets either as shared or segregated active corridors for pedestrians and cyclists. The Street Hierarchy section on page 14, describes these principles in more detail; and
- Well lit, appropriately surfaced, and regularly maintained.

Public Transport

Access to public transport along Barnham Road and to Barnham Railway Station is key to providing residents with choice for everyday journeys beyond the immediate neighbourhood. BEW Parcel SC1 will address this with the following measures:

- The pedestrian and cycle Barnham Station Link south of St. Philip Howard Catholic School will provide access to Barnham Railway Station and Barnham Road;
- Active network throughout the site should provide permeability for easier access to bus stops along Barnham Road; and
- 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.



Artist's impression looking east along the Green Link

A. Site-Wide Principles

Movement

Alignment of routes are indicative only at this stage, exact alignment to be confirmed at detailed design stage.



Active Travel Network

Key pedestrian and cycle connections into and out of the site will be along the:

- Planning Application Boundary
- x--- Barnham Station link
- x--- Green Link
- Vehicular site access points
- x--- Proposed pedestrian & cycle route along Lidsey Rife
- Two points for future links to the south of the railway
- Proposed pedestrian & cycle connection links from existing neighbourhoods
- Potential Alternative Pedestrian and Cycle Connection Point into the Site
- x--- Proposed pedestrian & cycle routes (accommodates a wellbeing trail and includes upgrades to part of an existing Public Right of Way)
- Existing connections to Eastergate
- x--- Pedestrian access to existing neighbourhoods
- Active corridors along the A29
- x--- Active corridors along the East-West Link Road

A. Site-Wide Principles

Movement

STREET HIERARCHY

The principles for movement at BEW Parcel SC1 will be expressed through a connected network of streets, a well considered promotion of walking and cycling and connections to public transport.

The street network has been developed in accordance with the movement hierarchy as illustrated in Chapter 7 of the DAS. The proposed A29 connects the site with the existing road network, please refer to submitted highways drawings for further detail.

The East-West Link Road is a key street providing access to the development parcels. The location of the secondary and tertiary streets are illustrative and will be defined through detailed design at Reserved Matters stage.

All new streets in future proposals should correspond to their role in the street hierarchy as illustrated in the adjacent diagram. They should adhere to the principles set out for each street type within this section, which sets out the volumetric space of each street type extending from building face to building face and all the space in between it.

KEY PRINCIPLES

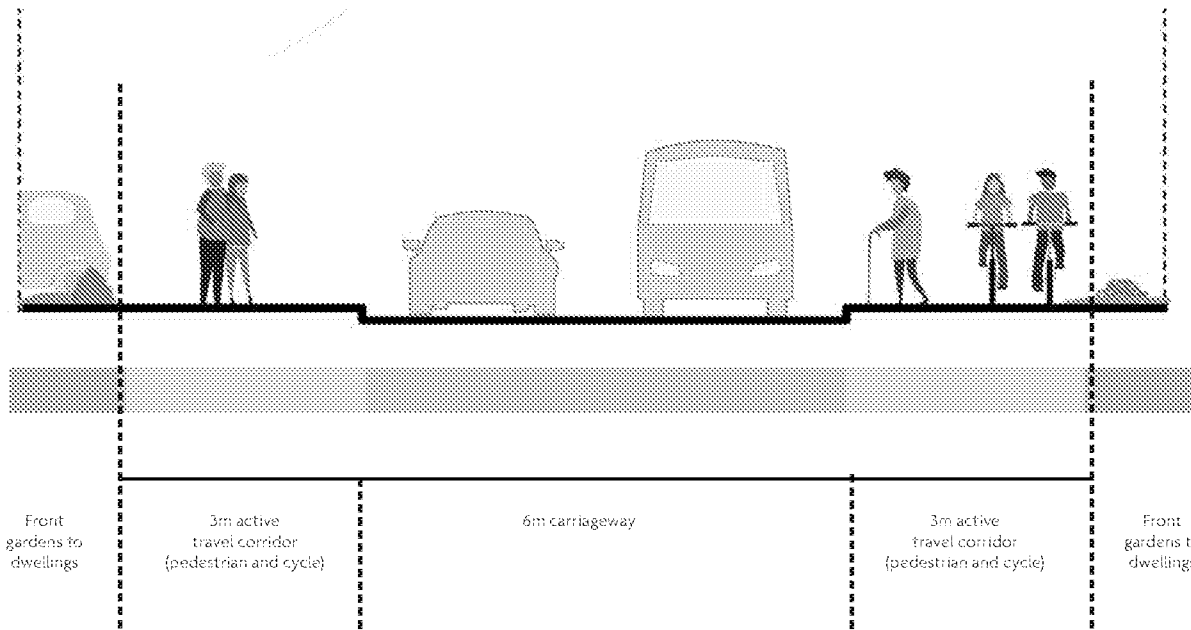
- Secondary streets within parcels should either have more than one connection to the East-West Link Road or should be a loop road.
- A cul-de-sac can only occur at the tertiary level of street type for accessing development rather than for wider movement.



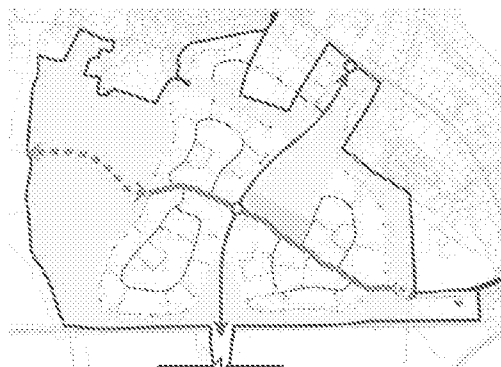
Street Hierarchy Plan

A. Site-Wide Principles

Movement



Typical East-West Link Road Section



East-West Link Road Key Plan

East-West Link Road

The East-West Link Road is a key movement corridor that provides a link to the strategic A29, provides access to the Neighbourhood Centre, and supports active travel by providing access towards Barnham railway station along the 3m wide shared active travel corridor either side of the carriageway.

Typical streets will comprise of the following (illustrated in the cross section):

- 6m carriageway;
- 3m wide shared pedestrian and cycle active corridors on either side; and
- 20 mph with frontage access to dwellings.

The street will change in character along its length, responding to the landscape and built form adjacent to it. Diagrams on the following pages illustrate the changing character of the East-West Link Road as three potential scenarios:

- Scenario 1: Through landscape
- Scenario 2: South of St. Philip Howard Catholic School
- Scenario 3: Through proposed residential development (Changes in built form character are described in detail in Section B: the Built Form Character Principles of this document)

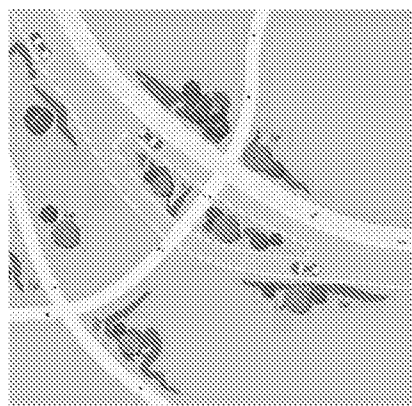
A. Site-Wide Principles

Movement

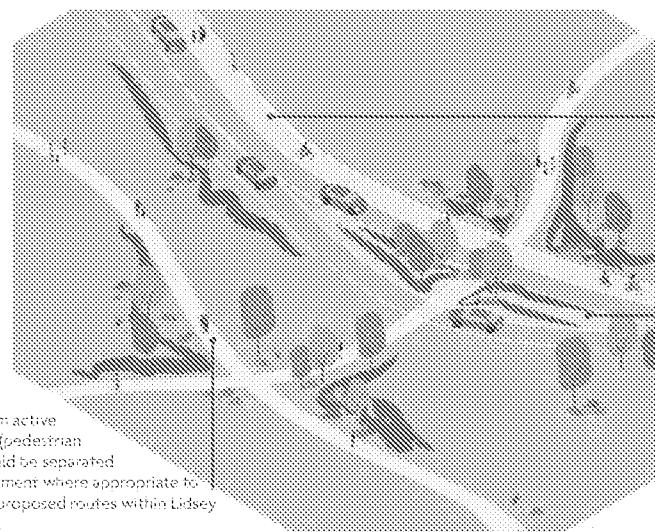
Scenario 1: Through landscape



Key Plan



Plan 'A'



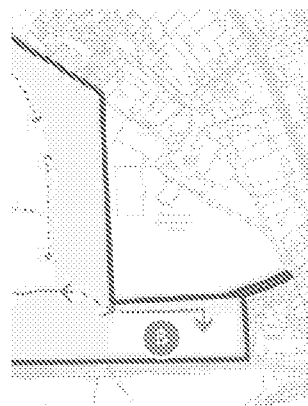
Axonometric 'A'

To the south 3m active travel corridor (pedestrian and cycle) should be separated from road alignment where appropriate to integrate with proposed routes within Lidsey Rife Linear Park

To the north 3m active travel corridor (pedestrian and cycle) should follow the alignment of the East-West Link Road

Where north-south pedestrian and cycle route crosses the East-West Link Road, a landscaped traffic island should be incorporated

Scenario 2: South of St. Philip Howard Catholic School

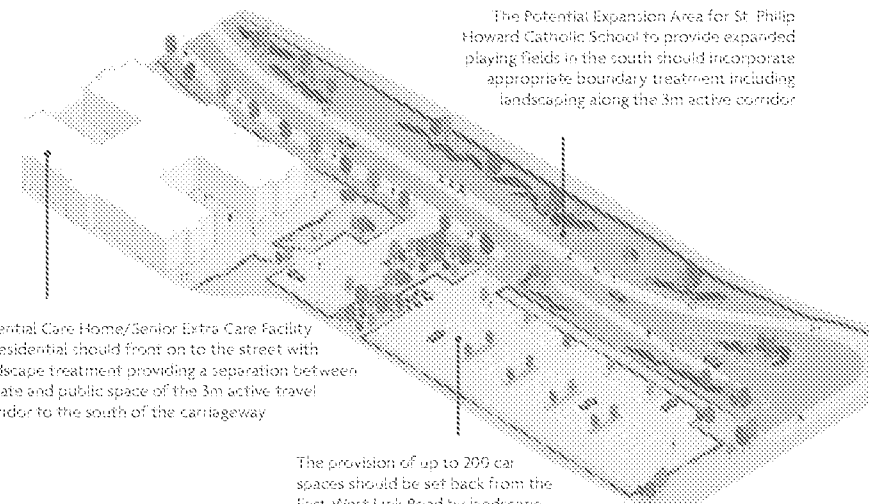


Key Plan



Plan 'B'

To the north 3m active travel corridor (pedestrian and cycle) should align with the East-West Link Road and connect to Gospond Road further east



Axonometric 'B'

The Potential Expansion Area for St. Philip Howard Catholic School to provide expanded playing fields in the south should incorporate appropriate boundary treatment including landscaping along the 3m active corridor

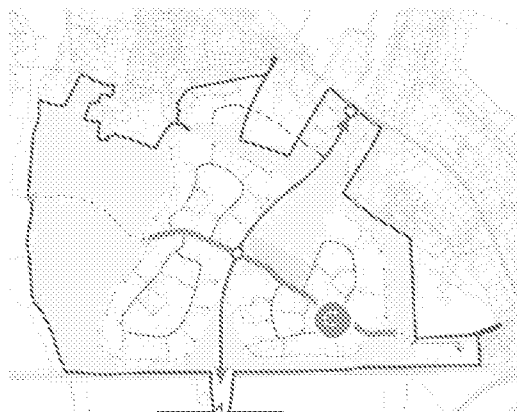
Potential Care Home/Senior Extra Care Facility or residential should front on to the street with landscape treatment providing a separation between private and public space of the 3m active travel corridor to the south of the carriageway

The provision of up to 200 car spaces should be set back from the East-West Link Road by landscape

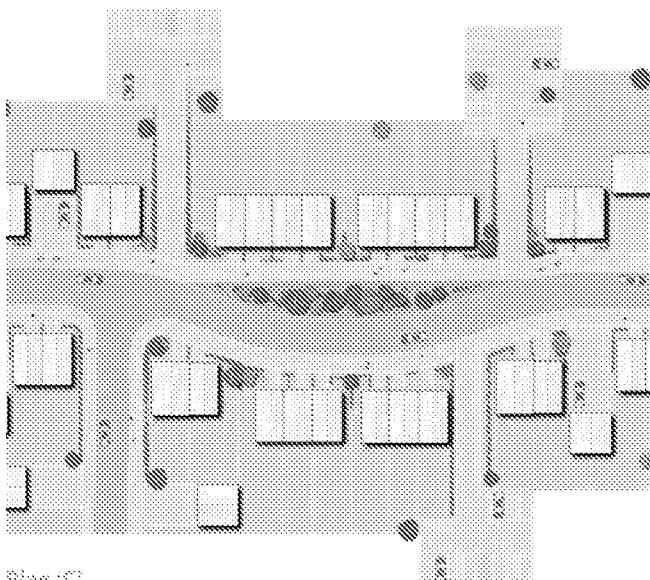
A. Site-Wide Principles

Movement

Scenario 3. Through proposed residential development



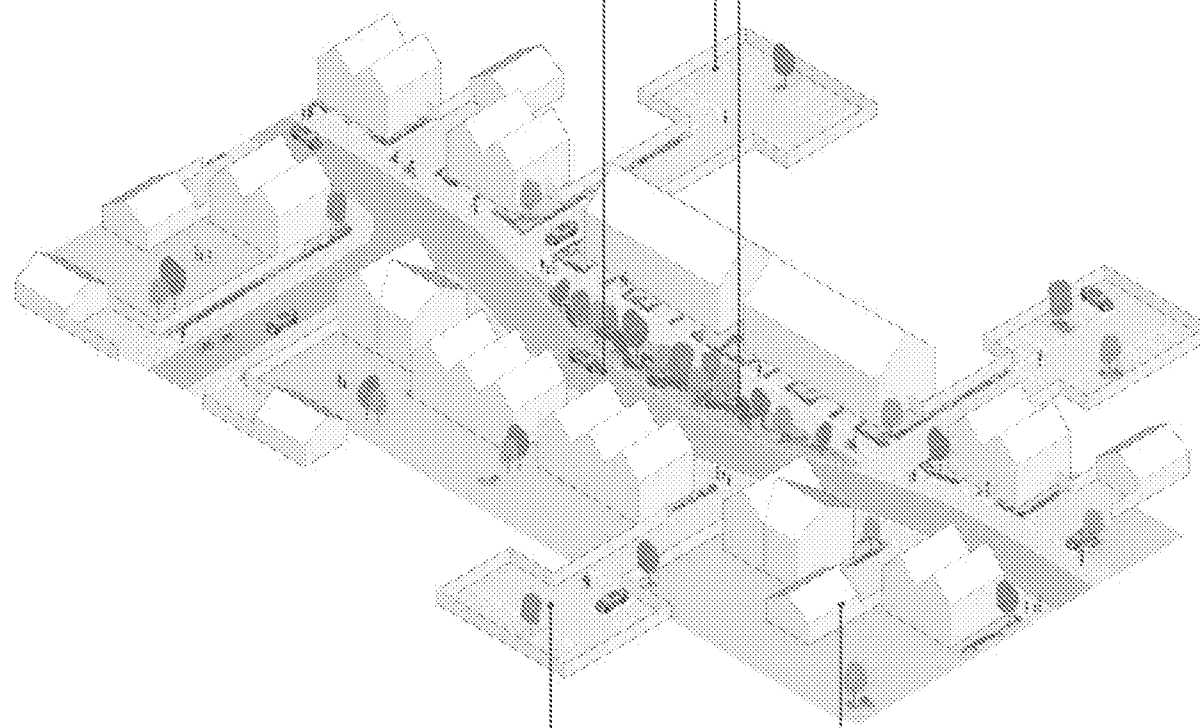
Key Plan



Plan 'C'

Variations should be integrated into street alignment to provide horizontal deflection to slow traffic, increased areas of landscaping and create interest along the street

Where landscaping has been incorporated along the street corridor, parking should be limited to shared rear parking in order to allow elements of consolidated, unbroken landscape



Parking should be provided in rear shared parking courts or in garages, either on-plot corners or between dwellings. Please refer to the Parking Typologies Library in Section B for further detail

Axonometric 'C'

A. Site-Wide Principles

Movement

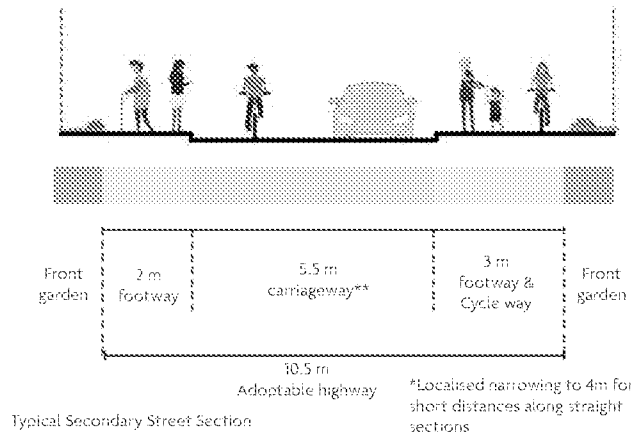
Secondary Streets

Streets connecting residential parcels to the East-West Link Road will provide access to homes and opportunities for social interaction. Secondary streets within parcels should have more than one connection to the East-West Link Road. In situations with one connection, the secondary street should be a loop road.

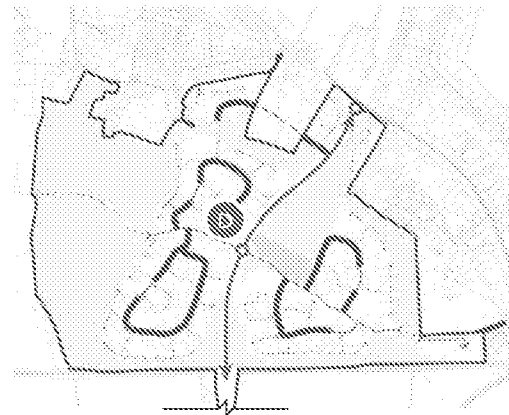
Typical streets will comprise of the following (illustrated in the cross section below);

- 5.5m carriageway
- 2m footway on one side and a 3m shared pedestrian and cycleway on the other

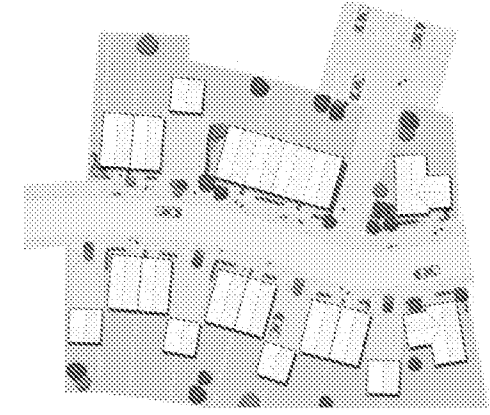
Secondary streets are indicative on the parameter plans. Their character should respond to the adjacent landscape and built form based on the character areas they fall within. Where appropriate, variations to provide increased areas of landscaping, pocket parks, horizontal deflection and surface treatment should be used to slow traffic and create interest along the street. The adjacent diagrams illustrate the character of the secondary street as two potential scenarios.



Scenario 1: Where development occurs on both sides

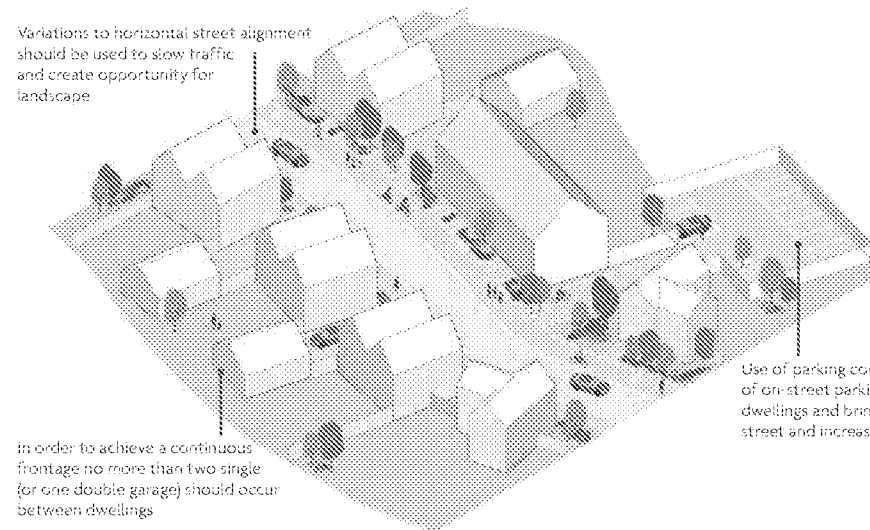


Key Plan



Plan 'D'

Variations to horizontal street alignment should be used to slow traffic and create opportunity for landscape



In order to achieve a continuous frontage no more than two single (or one double garage) should occur between dwellings

Use of parking courts to limit the amount of on-street parking and drives in front of dwellings and bring buildings closer to the street and increase natural surveillance

Axonometric 'D'

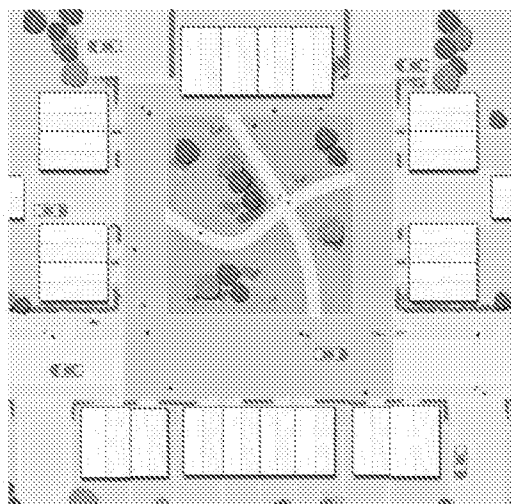
A. Site-Wide Principles

Movement

Scenario 2: Where pocket park is located along one side



Key Plan



Plan 'E'



Active frontage along the pocket park should be overlooking the green area

Consistent Building Frontage to frame long range views from the street and provide active frontage and a sense of enclosure

Residential parking should be located away from main views and screened by landscape elements

Change in surface treatment to slow down traffic, provide pedestrian priority and create interest

A. Site-Wide Principles

Movement

Tertiary Streets

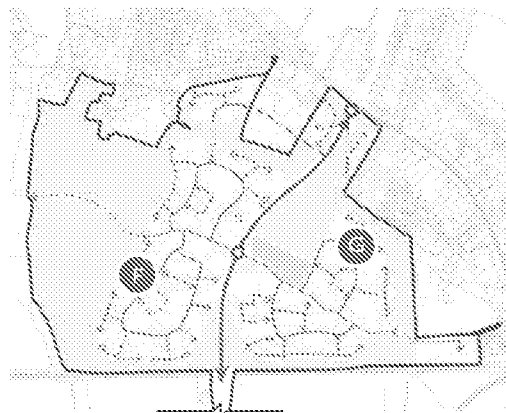
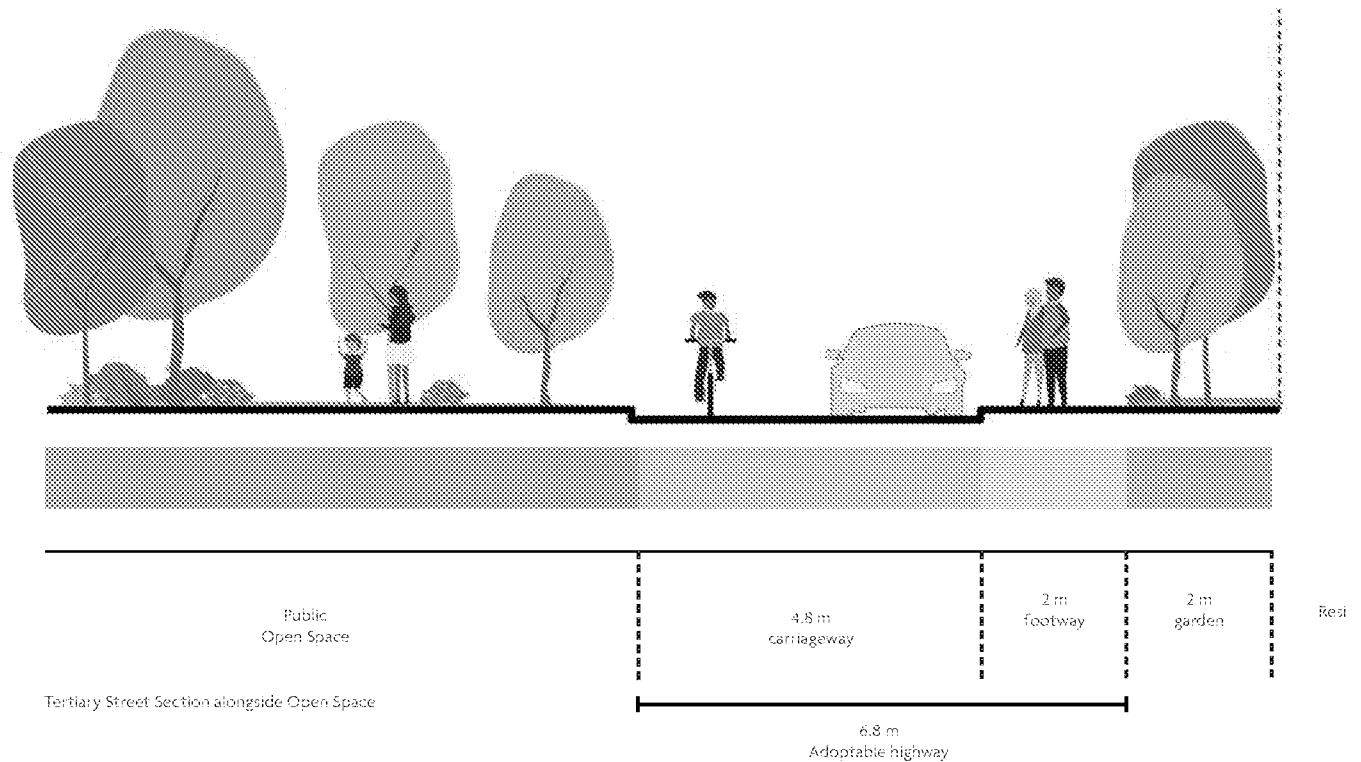
With no through traffic, tertiary streets will connect to secondary streets within parcels and will be used to access small groups or clusters of homes. They can be mews courts or cul-de-sac.

Typical streets will comprise of the following (illustrated in the cross section below):

- 4.8m carriageway
- 2m footway on one side

Typically, tertiary streets will only be used by people living or visiting that area, and will therefore be narrower and less formal in character than secondary streets. Tertiary streets should follow the design principles in the adjacent illustrations, however detailed proposals may vary in response to the specific design requirements/character of individual parcels.

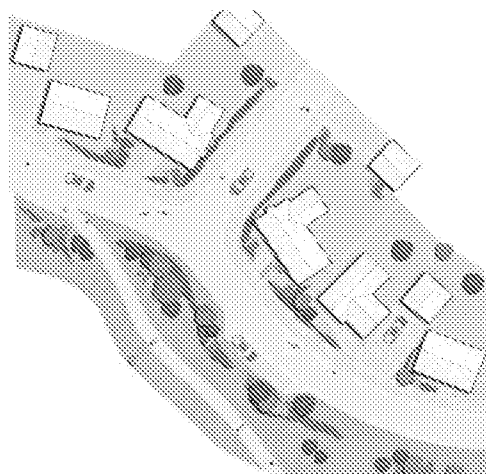
Their character should respond to the adjacent landscape and built form, and also be appropriate to the character area they fall within. The diagrams on the next page illustrate two specific potential scenarios within the tertiary street network.



A. Site-Wide Principles

Movement

Scenario 1: Along park edge



Plan 'F'

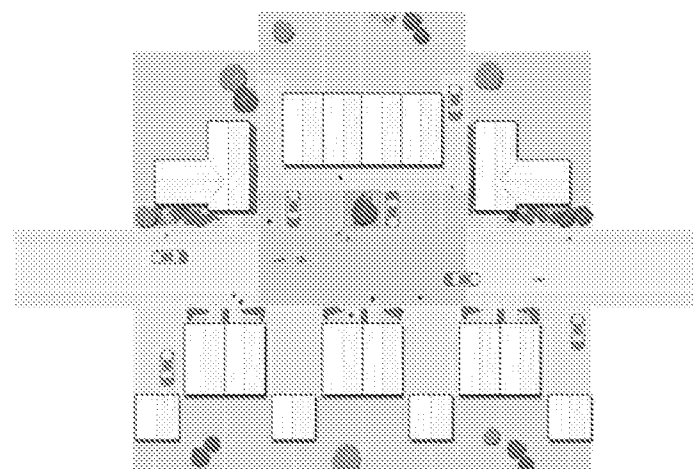
Footpath could separate from the street to integrate with adjoining public open space

Parking garages to include a combination of on-plot corner* and between dwellings with no more than 2 single (or one double) garage between two dwellings

Localised widening of the road to allow for on-street parking may be considered appropriate. Where this occurs, landscaping should be incorporated

Axonomic 'F'

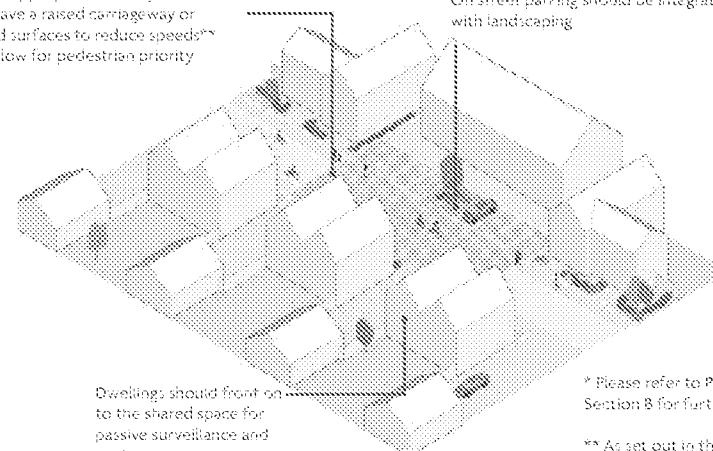
Scenario 2: Along shared surface space



Plan 'G'

Where appropriate tertiary street may have a raised carriage way or shared surfaces to reduce speeds** and allow for pedestrian priority

On street parking should be integrated with landscaping



Dwellings should front on to the shared space for passive surveillance and enclosure

* Please refer to Parking Typologies Library in Section 8 for further detail.

** As set out in the Manual for Streets guidance, shared surface streets where pedestrians and vehicles share the same surface and demarcation (e.g. kerb) is absent, encourages low vehicle speeds and makes it easier for people to move around

Axonomic 'G'

A. Site-Wide Principles

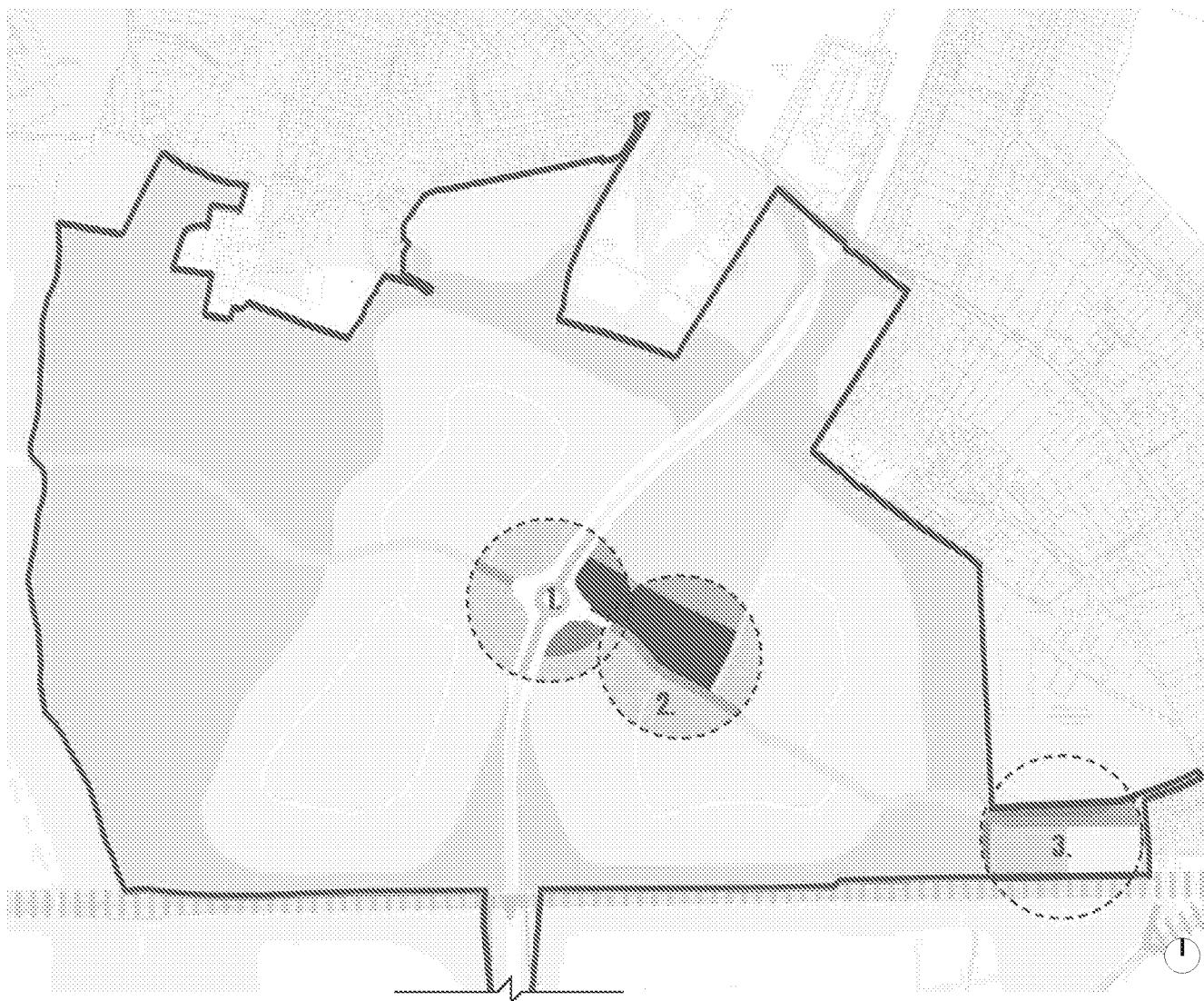
Key Groupings

Key Groupings are areas which require special design guidance as they will play an important role in placemaking at BEW parcel SC1.

Three Key Groupings have been identified as essential components of the masterplan (please refer to plan adjacent)

1. The Roundabout;
2. The Neighbourhood Square; and
3. Barnham Station Link.

The following pages set out the key design principles for each of the Key Groupings



Key Groupings Location Plan

A. Site-Wide Principles

Key Groupings

GLOSSARY OF URBAN FRAMEWORK ELEMENTS USED IN THE FOLLOWING KEY GROUPINGS

BUILDING FRONTAGE



Building Frontage refers to active fronts of buildings, preferably including primary entrance/front door to the building or in the case of secondary/flank elevations, sufficient fenestration/architectural features to add visual interest and deliver passive surveillance.

MARKER BUILDINGS



Marker Buildings are buildings in visually prominent locations, addressing key routes and spaces. The positioning and architectural expression of these buildings will therefore be given particular consideration at the design stage of reserved matters applications to ensure appropriate treatment is achieved. Future proposals should demonstrate how Marker Buildings have been designed to reflect their prominence and status; they will demonstrate qualities over and above neighbouring buildings such as distinct architectural form, increased height, increased expanses of glazing, and additional external structure or features.

GATEWAY BUILDINGS



Buildings located at junctions and at the development entrances along The East-West Link Road are referred to as Gateway Buildings, and will be designed to read as a pair, either side of the junction.

Gateway buildings will also be designed to 'turn the corner' appropriately, including architectural features such as bays and carefully considered fenestration to add visual interest to flank elevations.

URBAN HOUSE TYPES

Urban House Types are typically compact house types that create a continuous built frontage. These are predominantly narrow-fronted, linked, or terraced dwellings with shorter private rear gardens or patios. Occasionally additional amenity space is provided through access to shared or semi-private amenity spaces in the neighbourhood.

SET PIECE

A Set Piece is used to refer to a combination of house types which are formally arranged to create a focal point, e.g. at a gateway or around a square.

BOOKEND DWELLINGS

Bookend Dwellings usually terminate a row or arrangement of dwellings, usually a different typology, and typically taller or larger to the rest in the arrangement, providing the visual effects of bookends.

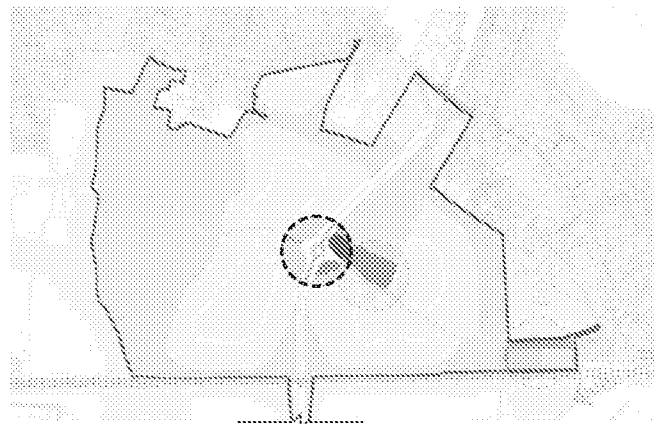
A. Site-Wide Principles

Key Groupings

THE ROUNDABOUT

This Key Grouping is focused on a key roundabout junction between the realigned A29 and the East-West Link Road providing a vehicular connection into the application site. The grouping is therefore defined to support legibility. Overall, it represents one of the key nodes along the A29 and will require emphasis through built form with prominent Marker Buildings. The design principles describe the layout, massing, and composition of this Key Grouping which should be adhered to.

The principles set out for the A29 Interface in Section C should be adhered to for this Key Grouping.

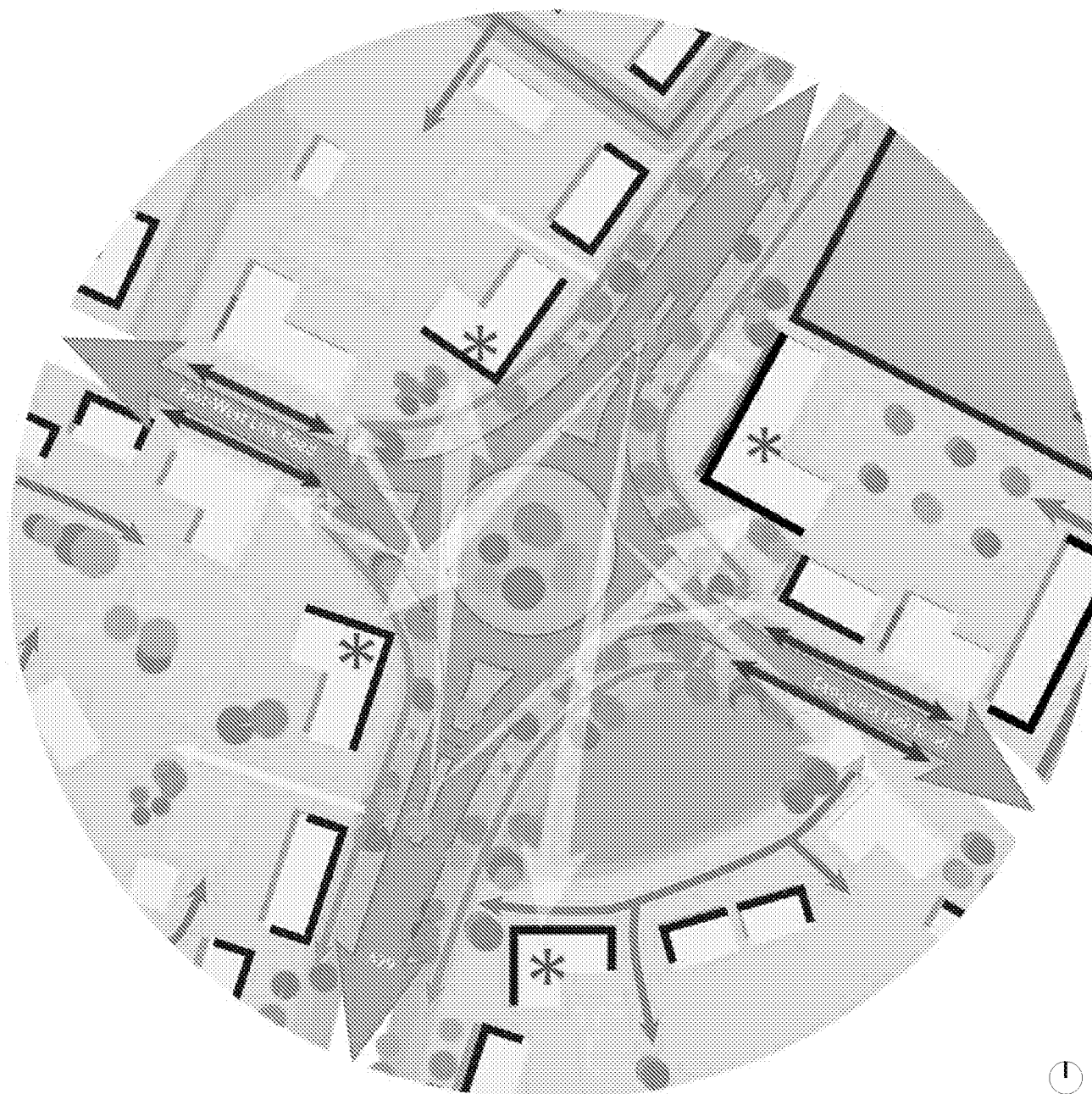


The Roundabout Key Grouping Key Plan

DESIGN PRINCIPLES

- Residential dwellings must appropriately 'turn corners' and front onto the junction, with minimal set back from the segregated pedestrian and cycle route of the A29 corridor.
- Gateway Buildings will define the corners of the residential parcels and positively address the junction with increased heights where appropriate and dual aspects, providing overlooking onto adjoining footways and cycleways.
- Entrances to the Gateway Buildings will be on the Building Frontages facing the East-West Link Road.
- Marker Buildings should reflect one another in massing, height and /or appearance.
- Entrances to buildings along the A29/roundabout should be accessed directly from the pedestrian and cycle routes along the A29 (Active Travel Routes).
- Footpaths within parcels will connect to adjoining footway/cycleway along the A29 and the East-West Link Road where possible.
- Parking courts should not be visible from the A29 and the East-West Link Road. Where this can't be achieved, car barns and/or appropriate front boundary treatment including landscape should feature to minimise visibility from the East-West Link Road.
- Landscape proposals should be consistent with those illustrated in Section C of this document.
- Dwellings adjoining the attenuation feature should front on to it with one Marker Building and one Gateway Building (as shown in the diagram on the following page).
- Parking for these dwellings should predominantly be from the rear with the occasional private/shared drive. Footpaths should connect the front of houses to the neighbourhood active routes.

A. Site-Wide Principles Key Groupings



The Roundabout Key Grouping

KEY

-  The A29 and the East-West Link Road
-  Active Corridor Along the A29
-  Shared Pedestrian & Cycle Paths
-  Pedestrian & Cycle Crossing
-  Key Views
-  Building Frontage
-  Gateway Buildings
-  Marker Buildings
-  Illustrative Landscaping
-  Proposed & Connecting Footpaths
-  School boundary
-  Shared drives
-  Attenuation Pond
-  Indicative Parking Areas
-  Proposed Built Form

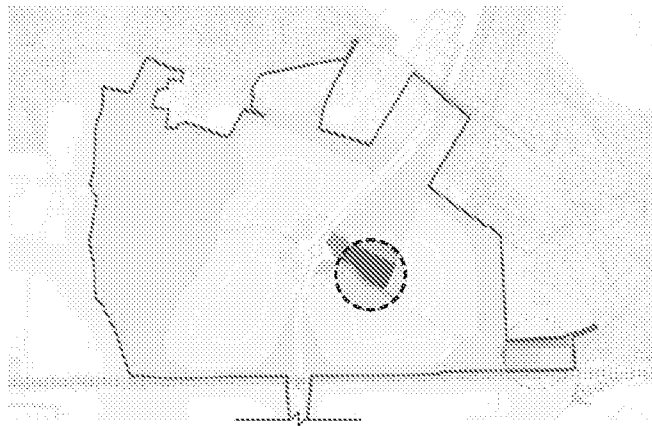


A. Site-Wide Principles

Key Groupings

THE NEIGHBOURHOOD SQUARE

The Neighbourhood Square will be the community focus along the East-West Link Road and serve both the existing and the new community. Mixed uses will frame the Neighbourhood Square and are proposed to include a primary school, a community hall and other commercial and retail uses.

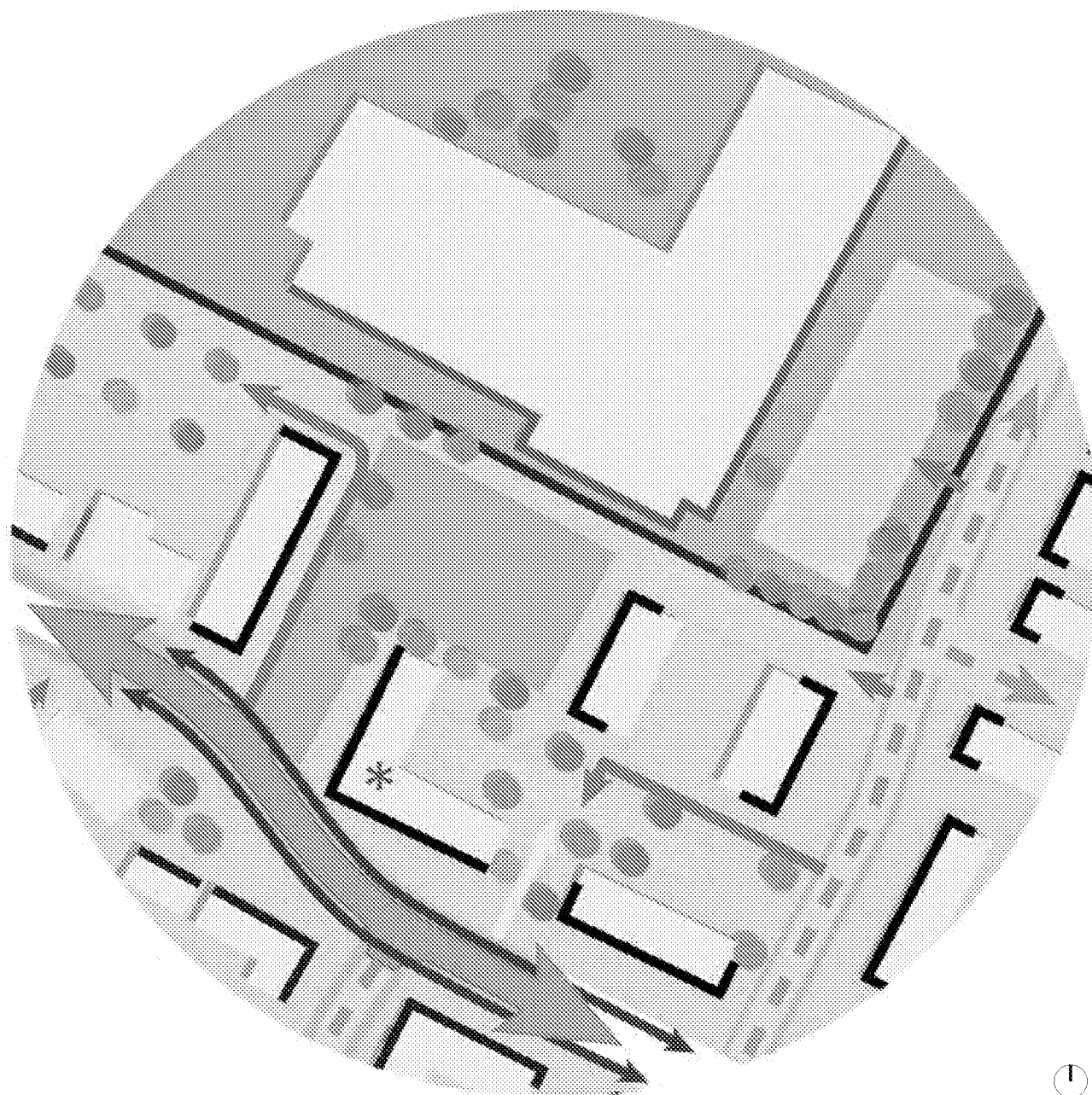


The Neighbourhood Square Key Grouping Key Plan

DESIGN PRINCIPLES

- The Primary School building will have active frontages to the Neighbourhood Square with its entrance located on the square. It will be expected to be distinctive in form and provide an appropriate backdrop to the Neighbourhood Square.
- The other boundaries of the school site should include an appropriate landscape buffer to provide visual screening for school activities.
- Dwelling typologies will include apartment blocks and compact Urban House Types (please refer to the glossary), such as terrace-fronted linked units.
- Non-residential uses should be provided on the ground floor of the apartment blocks enclosing the square.
- The square should have a mix of landscaped and hard paved areas to encourage a mix of activities.
- Vehicular access for deliveries, resident and visitor parking for dwellings and other uses enclosing the square itself will be permitted from designated points (as indicated in the adjacent diagram) to enable the square to have traffic free areas.
- Shared parking courts will be set back from the square and include appropriate landscape treatment to soften the impact of parked cars.
- School drop-off and staff parking will be from the secondary street.

A. Site-Wide Principles Key Groupings



The Neighbourhood Square Key Grouping

KEY

-  East-West Link Road
-  Secondary street connections
-  Shared pedestrian & cycle paths
-  Building Frontage
-  Gateway Buildings
-  Marker Buildings
-  Proposed & connecting footpaths
-  The Square
-  Vehicular access
-  Indicative parking areas
-  Proposed built form
-  School Building Frontage
-  School boundary
-  School grounds
-  School drop off & parking
-  Illustrative landscaping



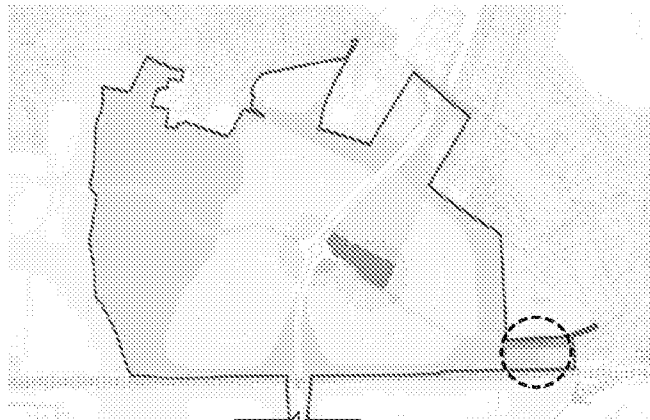
A. Site-Wide Principles

Key Groupings

BARNHAM STATION LINK

The easternmost part of the application site will be key for delivering an East-West pedestrian and cycle connection to Barnham railway station via Gospond Road. The East-West Link Road will terminate for vehicular traffic within this grouping in the form of a loop road and an adjacent car park, providing approximately 200 additional parking spaces to serve the station.

A Care Home/Senior Extra Care Facility is proposed to be located here to benefit from proximity to the East-West Link Road, Barnham Road, and pedestrian connections to the Neighbourhood Centre.

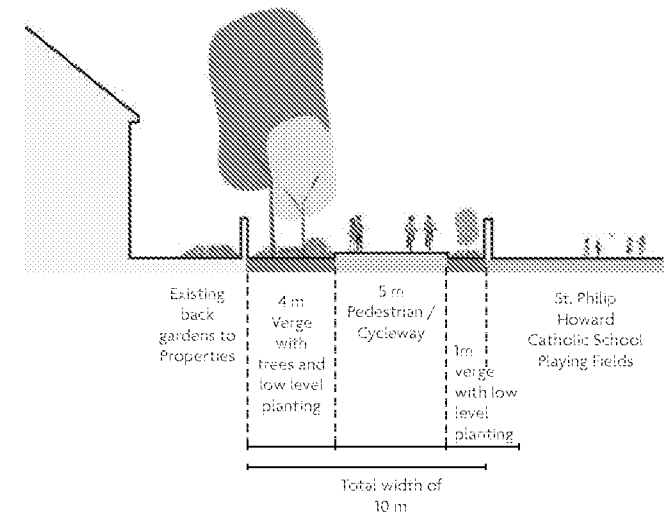


Barnham Station Link Key Grouping Key Plan

DESIGN PRINCIPLES

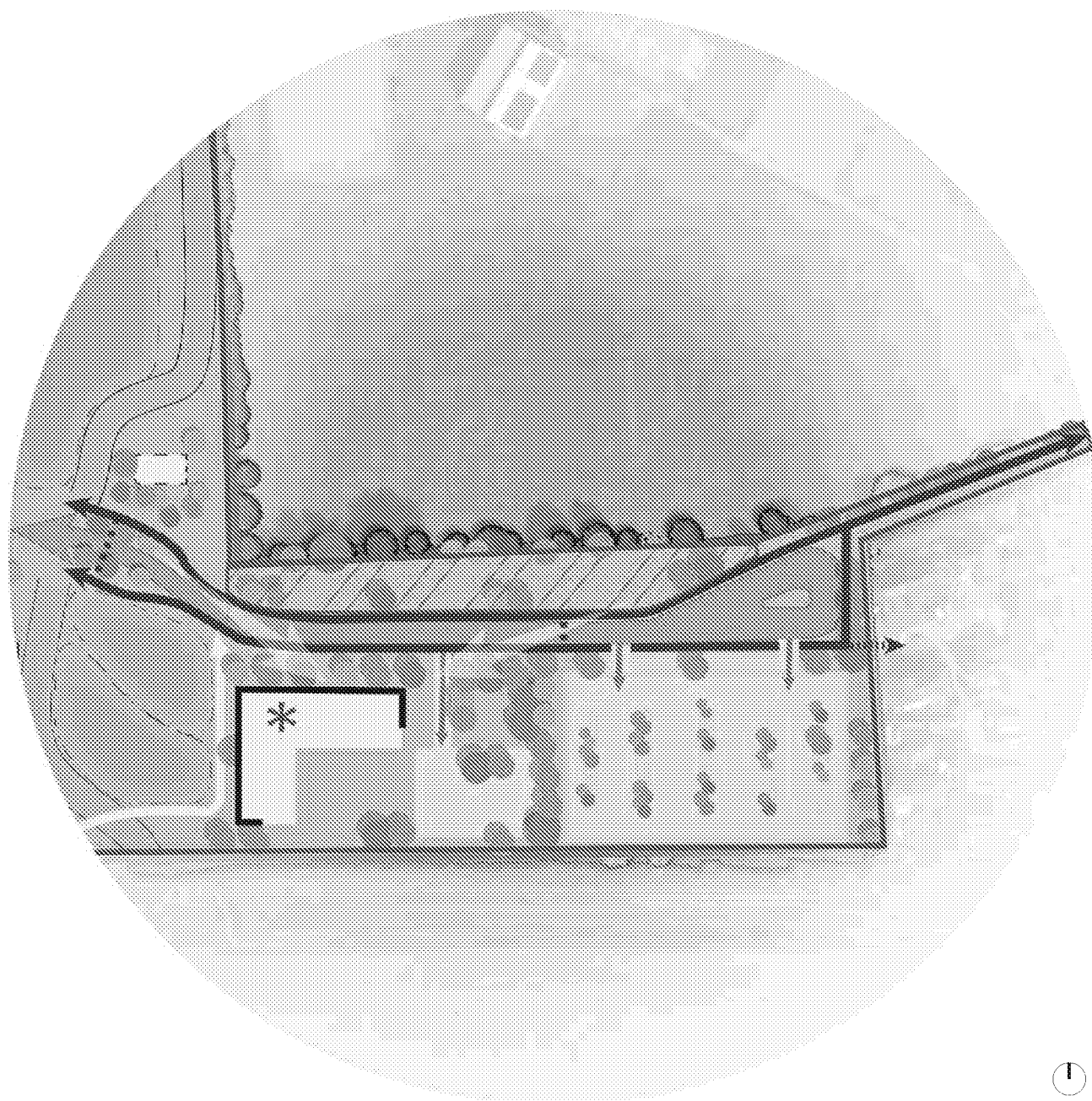
- Residential building(s) will positively address the East-West Link Road to the north as well as the public realm to the west.
- The building at the north western corner will be a Marker Building designed to be visually prominent with increased height providing a strong vista stopper.
- Landscaping in the public realm will contribute to the setting of this Key Grouping. Landscape proposals should be consistent with those illustrated in Section C of this document and the building(s) should positively respond to them.
- Parking for the Elderly Care Facility in the grouping must be set back from the East-West Link Road and screened with an appropriate boundary treatment and landscaping.
- Public car parking provision for Barnham Railway Station should be clearly visible from the East-West Link Road.
- The parking layout must incorporate landscaping and trees to soften the scale and impact of hard surfacing required.

- The area between the existing St. Philip Howard Catholic School fence and the East-West Link Road will be part of the potential expansion area for the school or be designed as a landscaped area.
- The pedestrian and cycle connection to Gospond Road, 'Barnham Station Link', will be designed according to principles illustrated in the section below.



Barnham Station Link Section

A. Site-Wide Principles Key Groupings



KEY

-  East-West Link Road
-  Shared Pedestrian & Cycle paths
-  Potential Alternative Pedestrian and Cycle Connection Point into the Site.
-  Pedestrian & Cycle Crossing
-  Key Views
-  Building Frontage
-  Marker Buildings
-  Illustrative Landscaping
-  Proposed & Connecting Footpaths
-  Vehicular access
-  Public Car Park
-  Soakaway
-  Parking for Care Home/Senior Extra Care Facility
-  Substation
-  Potential Expansion Area for St. Philip Howard Catholic School
-  Indicative location of Care Home/Senior Extra Care Facility

Barnham Station Link Key Grouping



A. Site-Wide Principles

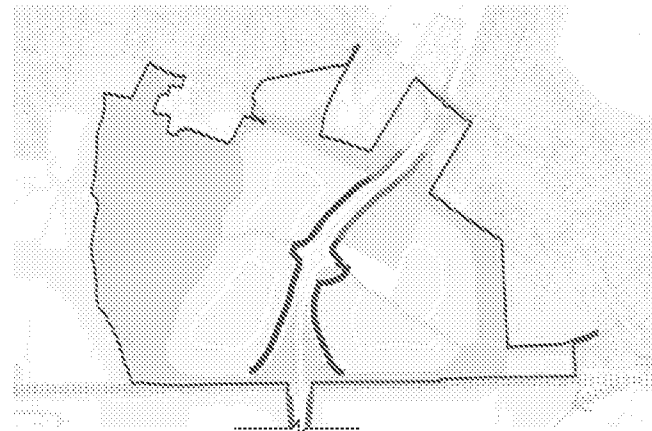
The A29 Interface

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 via condition in the application, and any residual land within this zone can form part of development parcels.

The principles for this edge therefore include a combination of built form and landscape elements set out as follows

1. Interface with built form
2. Interface with proposed Primary School edge
3. Interface with surface water drainage elements
4. Interface south of the railway

The principles also respond to the landscape design principles set for the road corridor and the two should be read in conjunction.



KEY

- | | | | |
|---|--|---|---|
|  | 1. Interface With Built Form |  | 3. Interface With Surface Water Drainage Elements |
|  | 2. Interface With proposed Primary School Edge |  | 4. Interface South Of The Railway |

1. A29 INTERFACE WITH BUILT FORM

Building Line

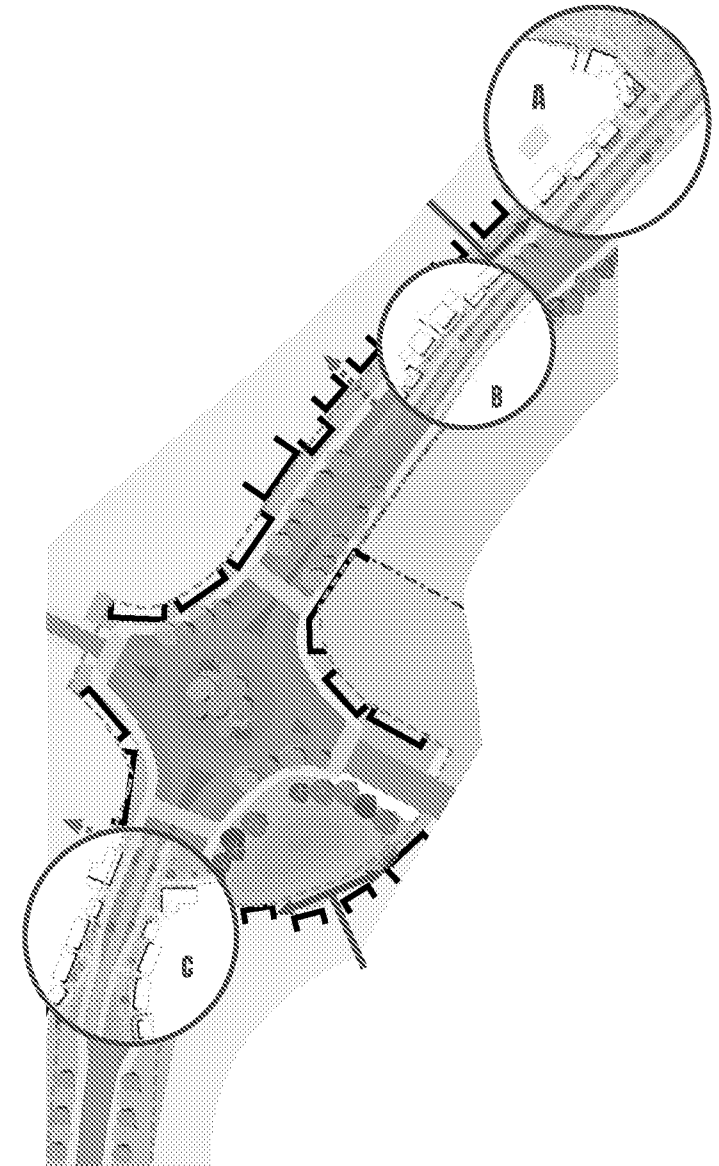
- Buildings should create a continuous frontage along the A29 to achieve a degree of formality and enclosure.
- Individual buildings should be parallel to the A29 with any set backs to dwellings to be minimised. Any set backs which occur should be at a consistent distance from the A29. Shared/private drives to the front of dwellings should be kept to a minimum. Where they occur, dwelling grouping should be symmetrical.

Frontage Access

- With no direct access available from the A29, parking typologies will predominantly adopt rear parking courts, on-plot corner parking, shared car barns and shared parking courts. These should be designed to ensure surveillance and incorporate soft landscaping.
- Instances of shared drives should be kept to a minimum. Where they do occur, on-plot garages between dwellings, and on-plot corner parking should be adopted with parking spaces set behind the front building line.
- Where on plot parking is used, a maximum of two single garages (or one double garage) should be located between dwellings.
- Footpath and cycle links from development parcels should connect to the segregated pedestrian and cycle routes along the A29 corridor as much possible

Housing Typologies

- Terraced and semi-detached dwelling typologies will dominate this edge, and apartment blocks should be used in prominent locations on junctions/key corners and within Key Groupings on pages 21-28.
- For lower density areas such as along the green link, larger dwellings should be used to define corners.



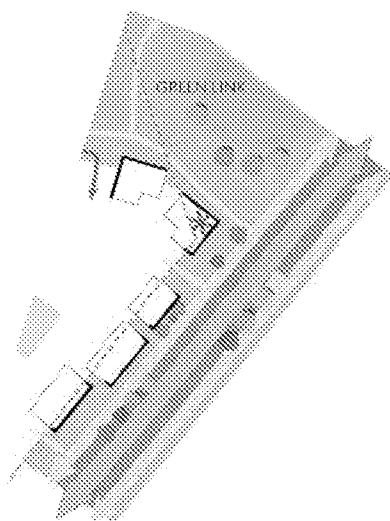
A. Site-Wide Principles

The A29 Interface

The following three diagrams illustrate how specific areas of built form should respond to the A29.

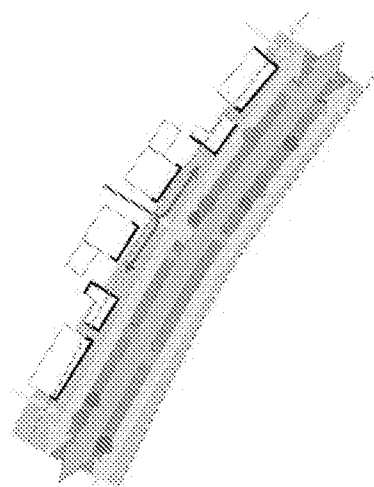
SCENARIO A : Built form adjacent to A29 and Green Link

- Dwellings facing the public open space along the 'Green Link' should respond to its setting with active frontages;
- The corner dwelling should be a 'Marker Building': a large detached /semi-detached dwelling that positively turns the corner to address both the 'Green Link' and the A29;
- Dwellings at the north-eastern corner of this area should adopt a set back from the A29 with planting, and
- The rest of the dwellings should be positioned with minimum setback, with the front door facing and allowing a direct connection to the segregated pedestrian and cycle routes along the A29.



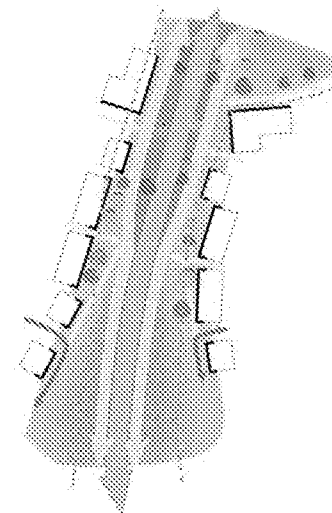
SCENARIO B : Built form across the A29 from the primary school

- In the limited instances where shared/private drives occur, these should serve no more than 8 dwellings;
- The drives should only serve garages and not parking courts to the front;
- On-street parking should not be permitted along this interface;
- No more than two single garages (or one double garage) should be located between two dwellings; and
- Dwellings at the end of the drive should be Bookend Dwellings (please refer to the glossary on page 22) stepping forward closer to the A29.



SCENARIO C : Built form adjacent to the A29 bridge embankment

- Dwellings should be positioned with minimum set back from the segregated pedestrian & cycle route of the A29;
- In response to the rising gradient and embankment to the A29 bridge over the railway, dwellings at the start of the bridge should step back from the A29.
- Planting should be incorporated along the embankment as stipulated in the Landscape principles in Section C of this document;
- As the A29 bridge elevates further, dwellings should continue to front on to the A29/embankment and the public open space in between; and
- Pedestrian and cycle routes from the parcels should connect to the routes along the A29.

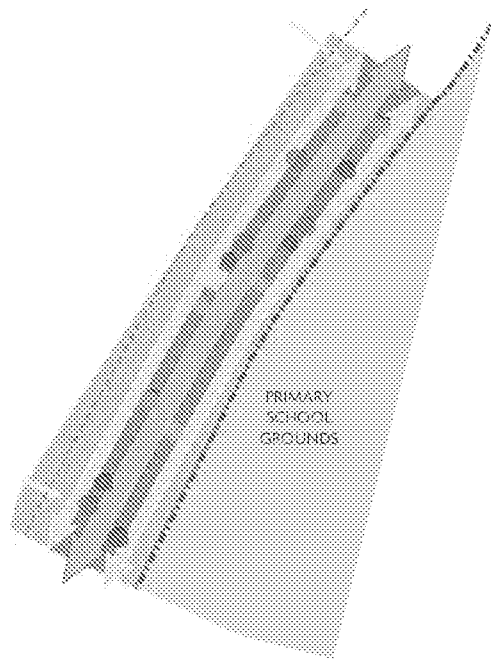


A. Site-Wide Principles

The A29 Interface

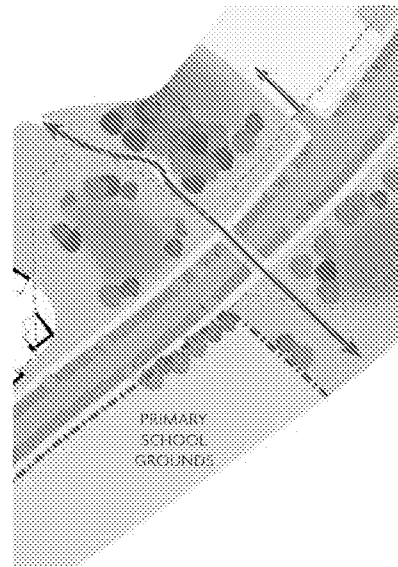
2. A29 INTERFACE WITH PROPOSED PRIMARY SCHOOL EDGE

- The interface between the A29 and the proposed Primary School includes a potential earthworks zone necessary for the construction of the road. The extent of earthworks and road landscaping will be agreed via condition in the application and any residual land within this zone can form part of the school land.
- The boundary along this edge with the A29 should allow for partial screening as well as landscape treatment.
- Planting should be incorporated along the verge of the A29 as stipulated in Section C, 'Landscape Principles' of this document.



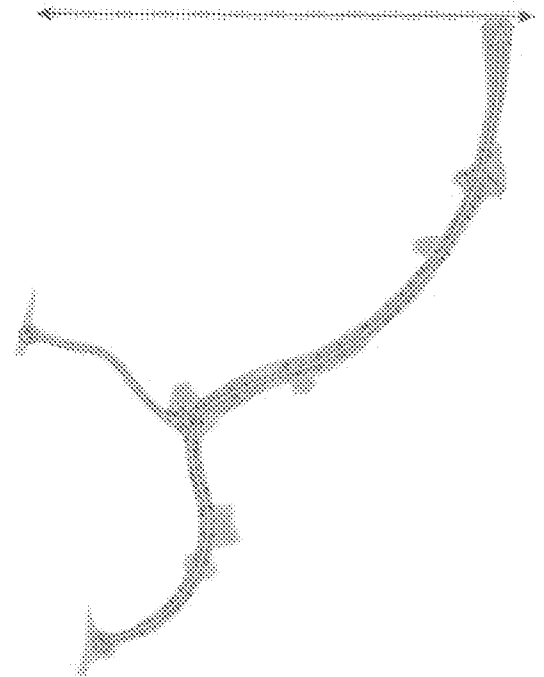
3. A29 INTERFACE WITH SURFACE WATER DRAINAGE ELEMENTS

- The interface between the A29 and the proposed attenuation ponds should adhere to the principles stipulated in Section C, 'Landscape Principles' of this document.



4. A29 INTERFACE SOUTH OF THE RAILWAY

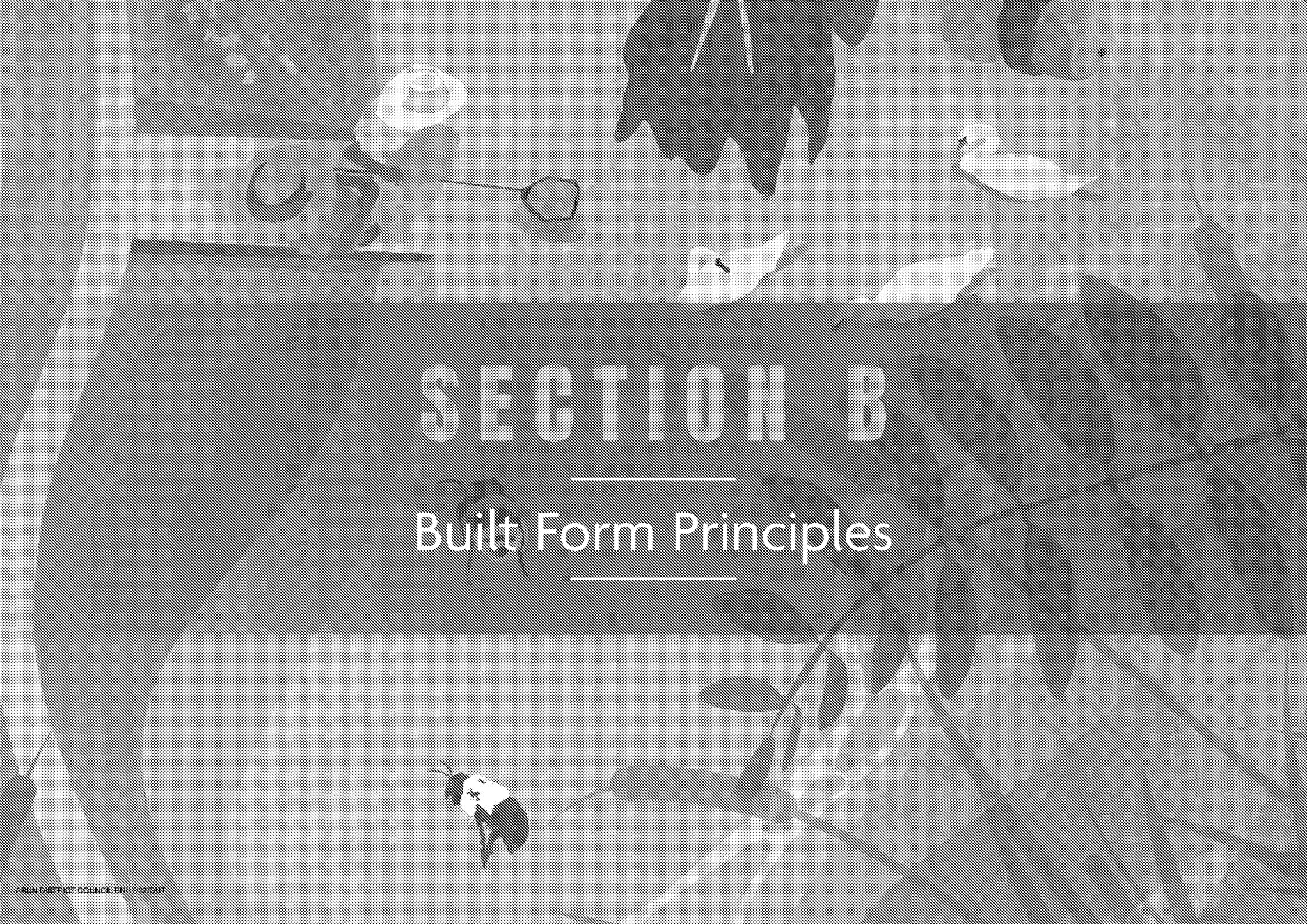
- To the south of the West Coastway railway line this will include temporary landscaping to be provided for residual land before planning application(s) on neighbouring land south of the railway line come forward.
- Planting should be incorporated along the embankment as stipulated in Section C, 'Landscape Principles' of this document.
- Temporary landscaping will also be applied along the Hanbury Link.





ARTIST'S IMPRESSION LOOKING NORTH FROM THE LINEAR PARK TOWARDS CRICKET PITCH AND EAST-WEST LINK ROAD CROSSING ROAD





SECTION B

Built Form Principles