

B. Built Form Principles

Introduction to Character Areas

Three broad areas of distinct character have been identified in the Development Areas Character Parameter Plan submitted as part of the application.

1. Mini Masterplan Urban Extension

Sensitive extensions of Barnham and Eastergate that respect the settlement, 'Green Gap' between the two villages. These areas of development are grouped into one character area due to their low density approach, their cohesive response to the existing Public Right of Way (the Green Link) to the south and their sympathetic response to the existing neighbouring settlements.

2. New Neighbourhoods

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

3. The Neighbourhood Core

The higher density area of the development accommodates the mixed use Neighbourhood Square. This character area will respond appropriately to the adjoining character of 'New Neighbourhoods' as well as the infrastructure and mix of uses within it. The following pages in this section provide design guidelines for each character area focussing on layout principles and built form character.

KEY	
	Planning Application Boundary
CHARACTER AREAS	
	Mini Masterplan Urban Extension
	New Neighbourhoods
	Neighbourhood Core (including primary school and playing fields (17) and Care Home/Senior Extra Care Facility (C2/C3))
ROAD INFRASTRUCTURE	
	A29 Strategic Road Corridor (refer to detailed highways drawings)
	Approved WSCC A29 Scheme Reference (WSCC/052/20)
	Primary Road Corridor
	Proposed Additional Barnham Railway Station Car Park and Drop-Off Facility (approximately 200 spaces)

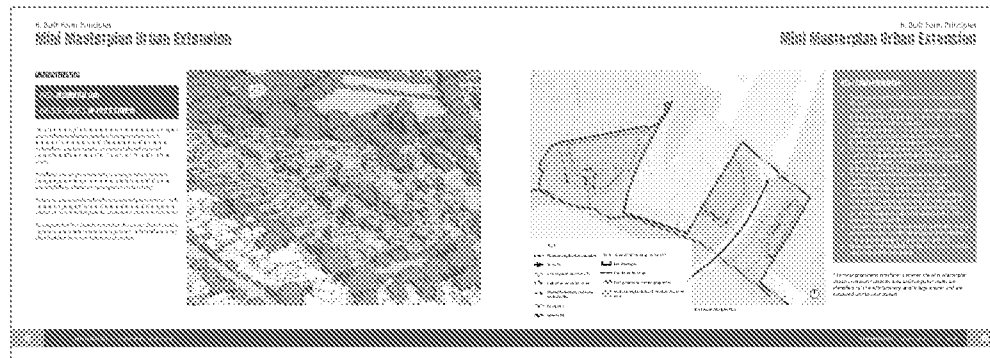


Character Areas Parameter Plan

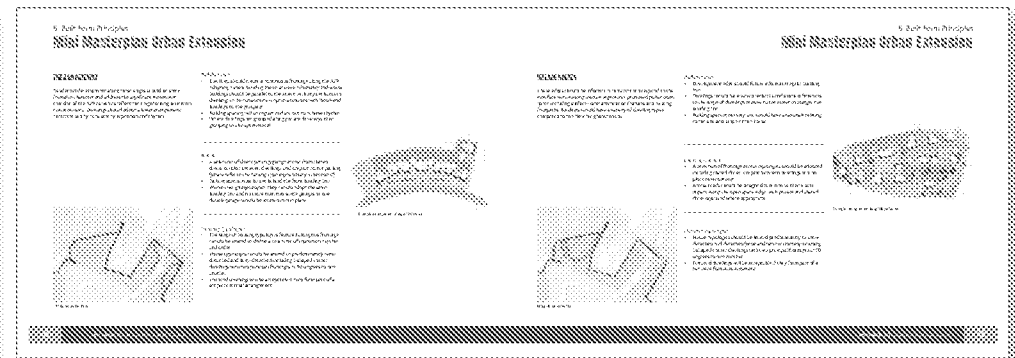
B. Built Form Principles

Introduction to Character Areas

The pages in this section describe each character area in a format as follows:



The first spread sets out key characteristics of the area defined by the parameter plans, an artist's impression to provide a visual of the proposed character, and a series of layout principles illustrated in the form of a diagram.



The next spread(s) identifies prominent interfaces between the character area and the public realm and establishes principles for the corresponding built form reflecting their location and role in the overall structure of the masterplan.

The principles address the relationship between the front of dwellings and the public realm including adjacent street or open space and are categorised as Building Line, Frontage (including parking), and broad typologies.

B. Built Form Principles

Mini Masterplan Urban Extension

CHARACTERISTICS

USE: RESIDENTIAL (C3)

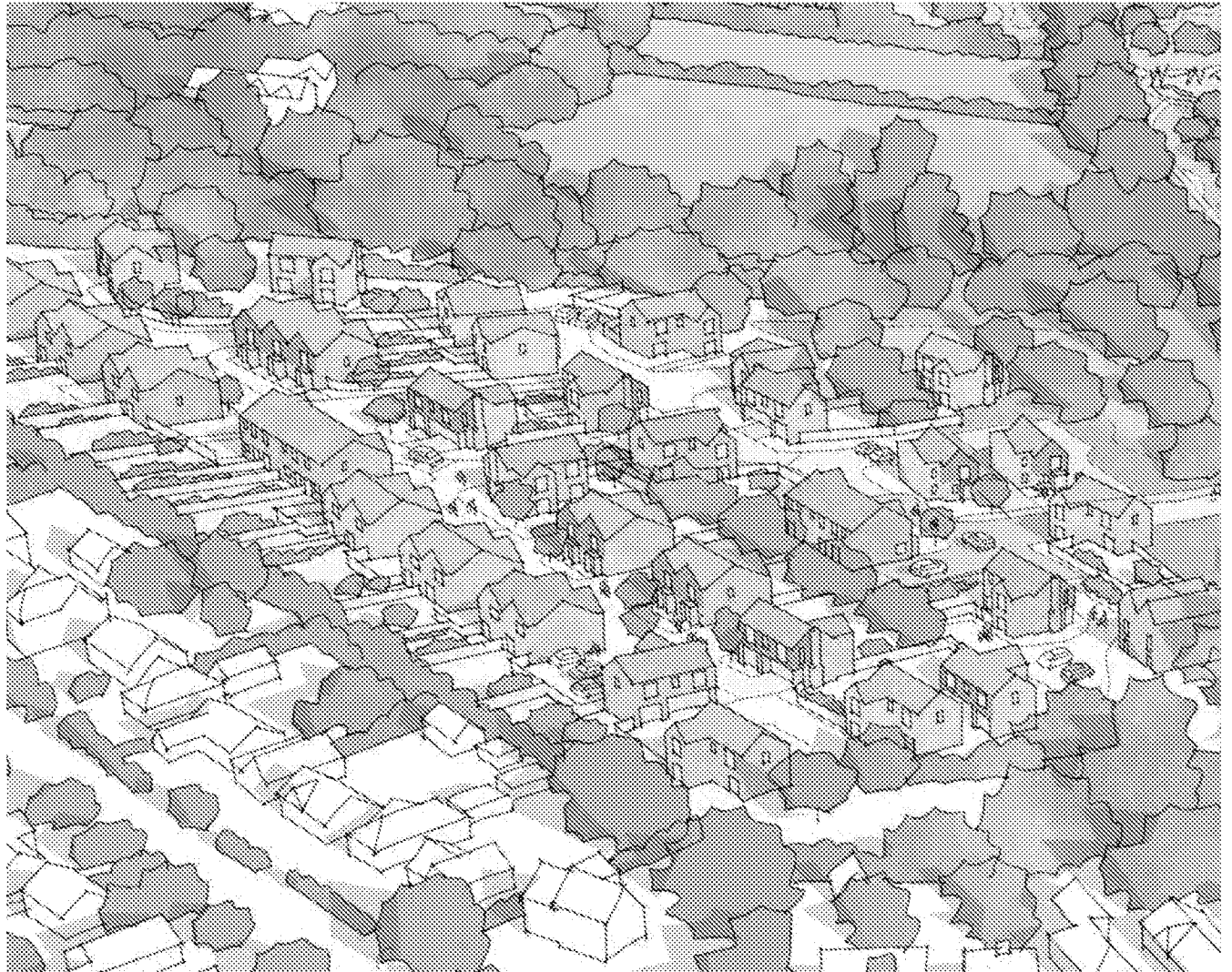
BUILDING HEIGHTS: UP TO 2.5 STOREYS

The Mini Masterplan Urban Extension character area occupies the northern residential parcels of the application site. It includes a long interface with the existing neighbourhoods of Barnham and Eastergate, to which it should respond sympathetically in terms of its layout and the scale of built form.

Dwellings will be predominantly 2 storeys with a majority being larger dwellings on generous plots to establish a low-density/village character appropriate to its setting.

Detached and semi-detached houses should predominate, with occasional groups/clusters of terraced homes defining mews spaces or courts within parcels, achieving a variety in character.

To support the low density character, the layout should avoid a regimented and orthogonal street pattern whilst still achieving clear building lines and definition of routes.



Mini Masterplan Urban Extension



KEY LAYOUT PRINCIPLES

- Dwellings along the A29 must have frontage on to the A29.
- Active frontage of dwellings (in the western parcel) should provide a vista stopper where vehicular access is provided from the A29.
- A shared pedestrian, cycle and vehicular access link must be provided across the green link to the southern part of the development.
- The access road to the western parcel from the A29 should be addressed by a 'Set Piece' (please refer to the glossary on page 22 of this document) arrangement of dwellings.
- The start of the vehicular access-link to the southern parcels of development in the 'New Neighbourhoods' character area should be addressed by a Set Piece arrangement of dwellings.
- In areas where existing houses back on to the site, new development along these edges should back on to the existing houses with back gardens with a minimum length of 10m.
- Footpaths from the existing neighbourhoods should be incorporated into the development, and further connected to the wider pedestrian network.
- Pedestrian and cycle links to the 'Green Link' should be provided where possible.

The most prominent interfaces between the Mini Masterplan Urban Extension character area and the public realm are identified as 'The A29 Gateway' and 'Village Routes' and are explained on the next spread.

B. Built Form Principles

Mini Masterplan Urban Extension

THE A29 GATEWAY

Residential development along these edges should be semi-formal in character and address the significant movement corridor of the A29 as well as reflect the neighbouring built form characteristics. Dwellings should adopt a linear arrangement characterised by consistency, repetition and rhythm.

Building Line

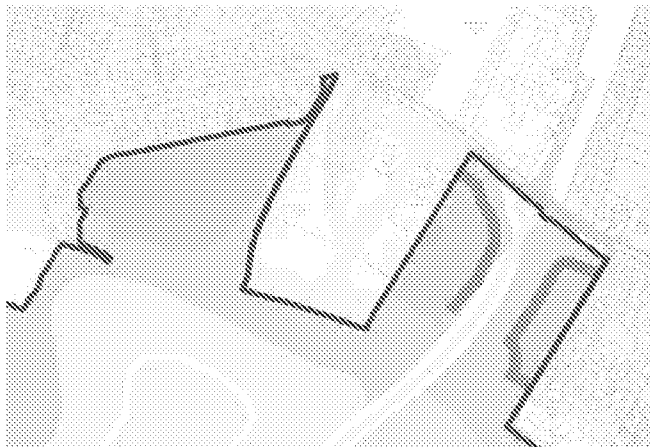
- Dwellings should create a continuous frontage along the A29 adopting a linear building line to achieve a sense of formality. Individual buildings should be parallel to the street with any set backs to dwellings to be consistent except in situations with 'book-end' buildings to the grouping.
- Building spacing will be regular and set out to achieve rhythm.
- Where dwellings are grouped along private driveways their grouping will be symmetrical.

Access

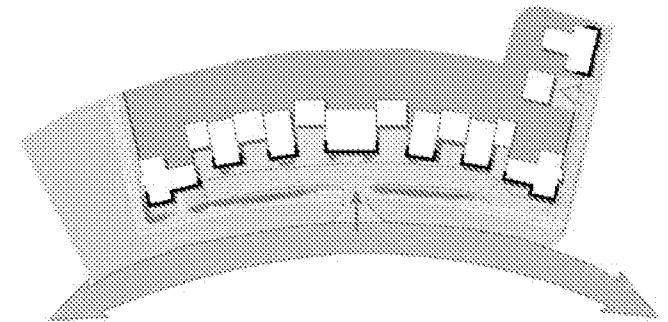
- A selection of direct parking/garage access from shared drives, on plot between dwellings, and on-plot corner parking (please refer to the Parking Typologies Library in Section C)
- Parking spaces must be set behind the front building line.
- Where two garages adjoin, they should adopt the same building line and no more than two single garages or one double garage should be located in one place.

Housing Typologies

- The range of housing typologies featured along this frontage should be limited to define a character of repetition, rhythm and order.
- House typologies should be limited to predominantly semi-detached and large detached including L-shaped corner dwellings with two principal frontages at 90 degrees to one another.
- Terraced dwellings will be acceptable if they form part of a set piece formal arrangement.



A29 Gateway Key Plan

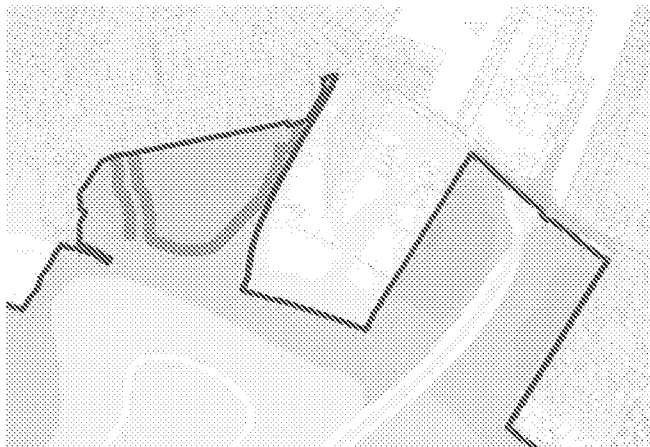


Example Arrangement along A29 Gateway

Mini Masterplan Urban Extension

VILLAGE ROUTES

These edges should be informal in character and respond to the interface with existing mature vegetation, proposed public open space including surface water attenuation features and existing footpaths. Buildings should have a variety of dwelling types compared to the New Neighbourhoods.



Village Routes Key Plan

Building Line

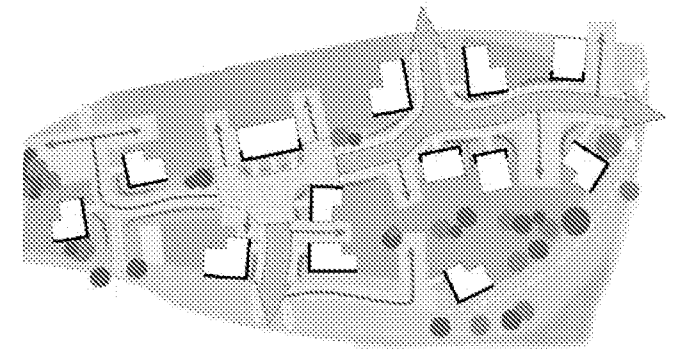
- Development edge should follow informal irregular building line.
- Dwellings should have varied setbacks and subtle differences to the angle of dwellings relative to the street to stagger the building line.
- Building spacing can vary but should have a rationale relating to the size and shape of the house.

Frontage Access

- A selection of frontage access typologies should be adopted including shared drives, on-plot between dwellings and on-plot corner parking.
- Access roads should be designed to minimise their visual impact along the open space edge, with private and shared driveways used where appropriate.

Housing Typologies

- House typologies should be limited predominantly to semi-detached and detached (wide and narrow fronted) including L-shaped corner dwellings with two principal frontages at 90 degrees to one another.
- Terraced dwellings will be acceptable if they form part of a Set Piece formal arrangement.



Example Arrangement along Village Routes

B. Built Form Principles

New Neighbourhoods

CHARACTERISTICS

USES: RESIDENTIAL (C3)

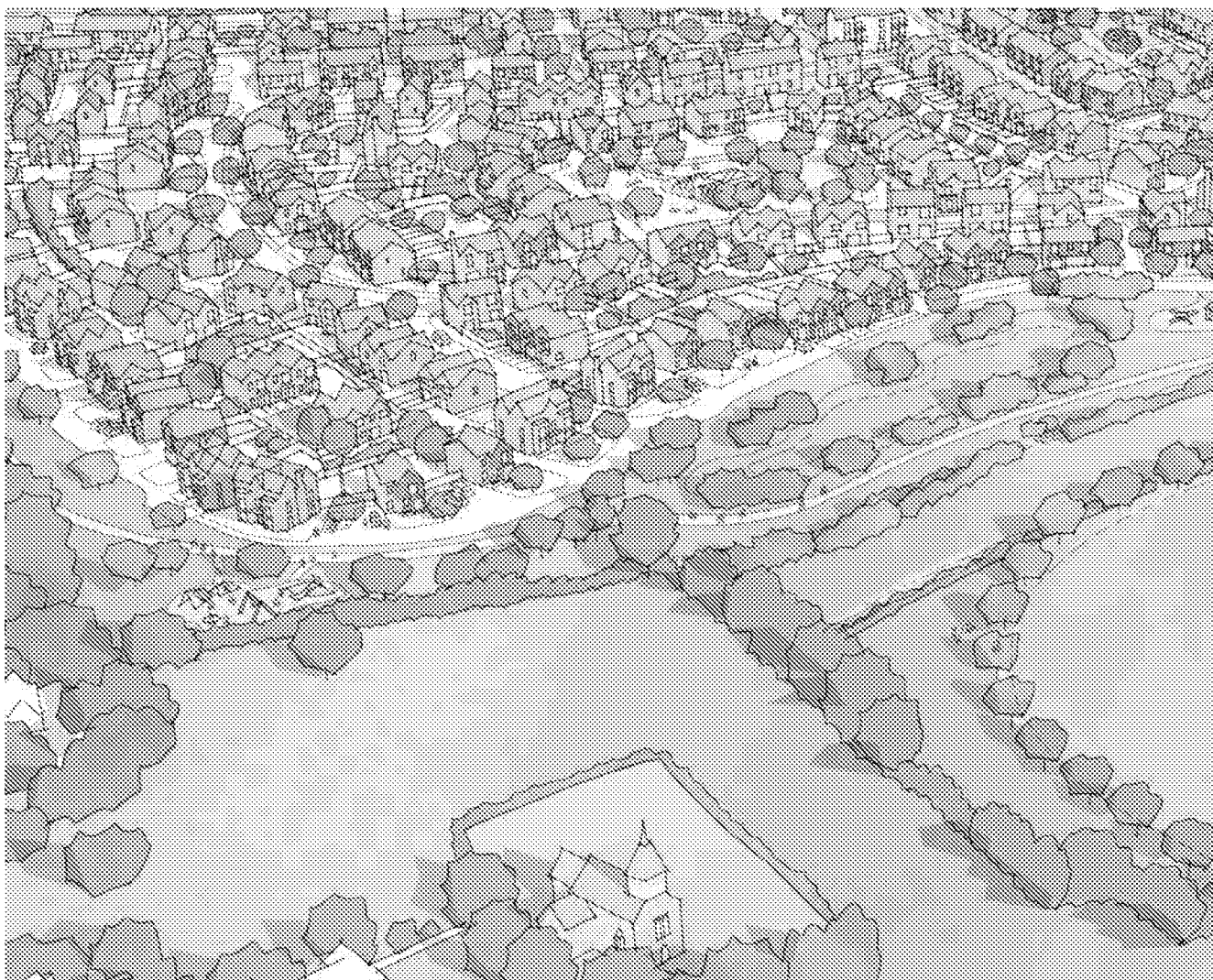
**BUILDING HEIGHTS: RANGE FROM 2 TO 3 STOREYS
WITH UP TO 4 STOREYS IN KEY AREAS**

The New Neighbourhoods Character Area is the largest identified within BEW Parcel 9C1. Its size results in a range of interfaces with existing site elements and proposed infrastructure.

Despite varying edge conditions, 'New Neighbourhoods' is unified in its character of increased overall density compared to the 'Mini Masterplan Urban Extension' character area.

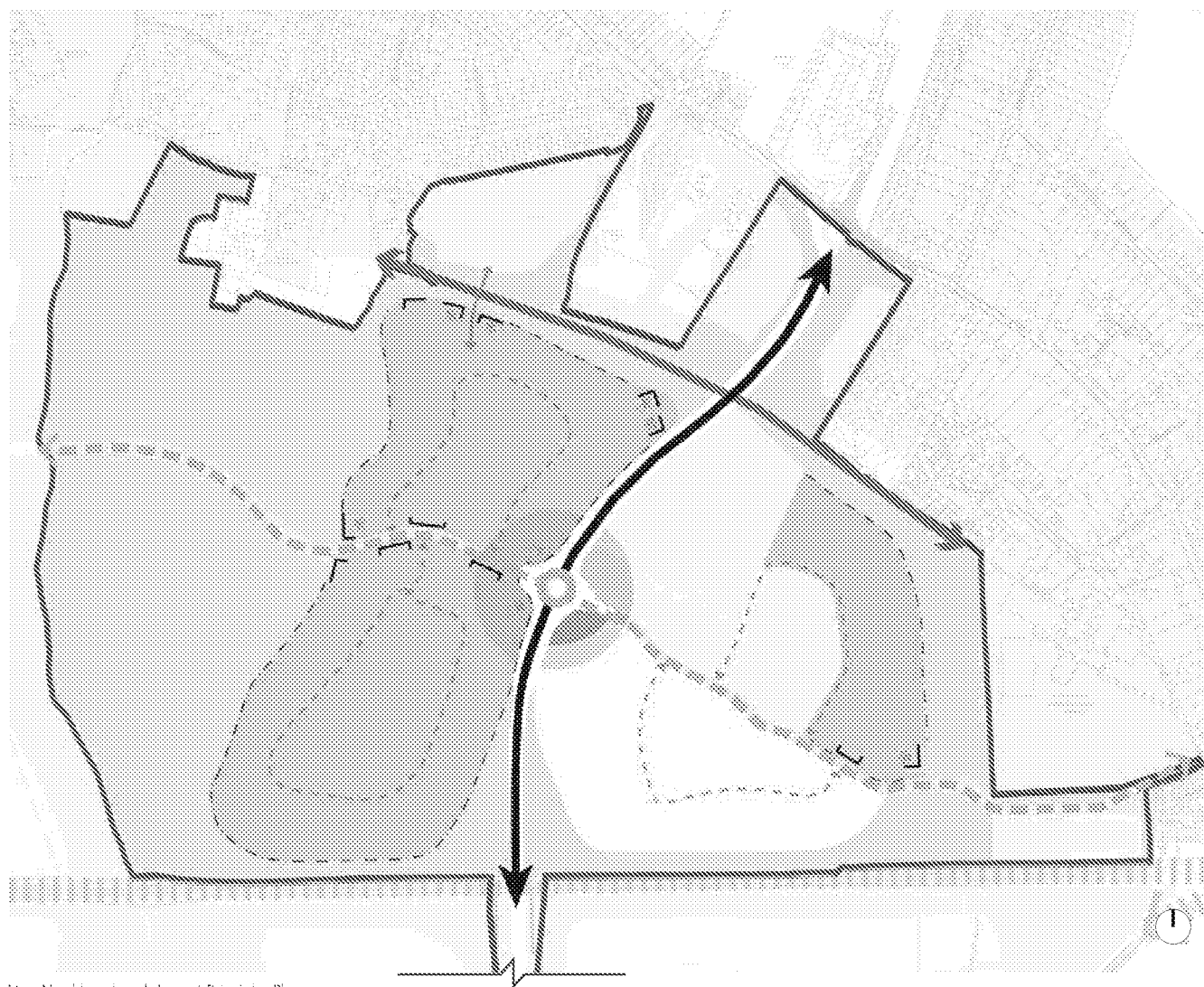
Development will predominantly be 2 to 2.5 storeys with key corners and Marker Buildings of up to 3 storeys along the Lidsey Rife Linear Park and buildings within Key Groupings, and up to 4 storeys along the East-West Link Road and east of the A29.

A range of housetypes should be proposed in this area to achieve a formal arrangement of streets as well as instances of informal layouts responding to their location and changes in street character.



B. Built Form Principles

New Neighbourhoods



New Neighbourhoods Layout Principles Plan

KEY LAYOUT PRINCIPLES

- The East-West Link Road should have active frontages along its length with Marker Buildings at each end along the Lidsey Rife Linear Park and along the eastern edge of the development.
- Development addressing the roundabout should have active frontages and serve to terminate long range views along the East-West Link Road and A29. Please refer to 'The Roundabout' Key Grouping on page 23.
- Where secondary streets meet the East-West Link Road, active frontage of dwellings should provide a vista stopper across the road.
- A shared pedestrian, cycle and vehicular access route must be provided across the Green Link to the north, linking to the 'Mini Masterplan Urban Extension' area.
- Proposed dwellings should back on to the boundary with the school.
- Dwellings should be positioned along the edge of parcels to provide prominent, positive frontage onto adjacent open space.
- The interface with 'The Neighbourhood Core' character area should be a secondary or tertiary street with dwellings fronting on to the street.

KEY

- | | | | |
|--|---|--|---|
| | Planning Application Boundary | | The 'New Neighbourhoods' Character Area |
| | The A29 | | The Roundabout Key Grouping |
| | East-West Link Road | | Barnham Station Link Key Grouping |
| | Indicative secondary streets | | Key Building Frontage |
| | Shared pedestrian, cycle and vehicular access across Green Link | | Gateway Buildings |
| | Green Link | | Marker Buildings |
| | Prominent frontage | | |

B. Built Form Principles

New Neighbourhoods

Three most prominent interfaces between this character area and the public realm are identified:

The East-West Link Road (A)
Green Edge
Park Edge

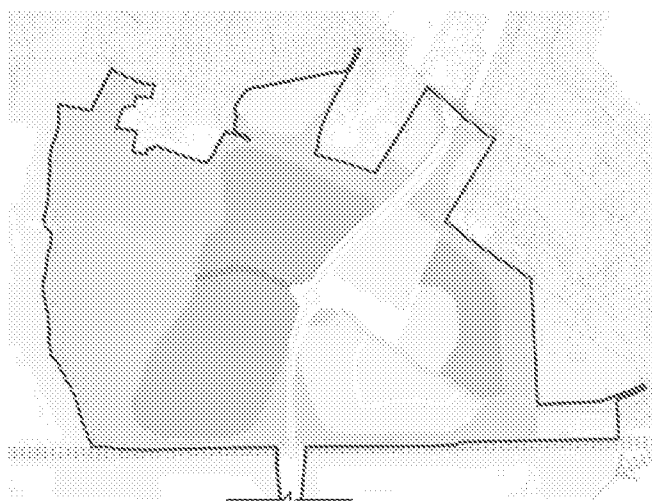
The following pages provide design guidance for built form along each of the above interfaces.



New Neighbourhoods Development Edges Location Plan

EAST-WEST LINK ROAD (A)

Residential development along this edge should be clearly defined to address the street character of the East-West Link Road as well as reflect the character of a medium density neighbourhood. Dwelling arrangements should combine a broadly consistent building line, order, and a high degree of enclosure.



East-West Link Road (A) Key Plan

Building Line

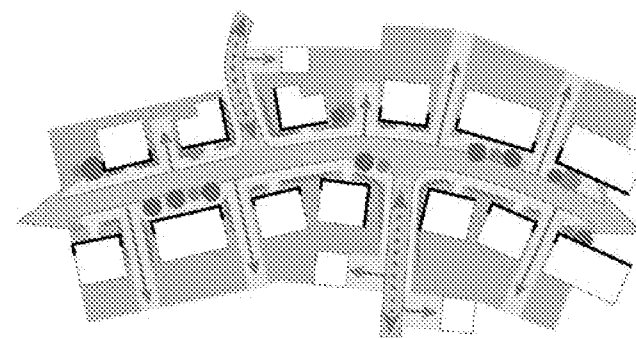
- Dwellings should be set out with subtle set-backs.
- Spacing between buildings should be consistent and kept to a minimum to achieve enclosure.
- Building alignment should be parallel to the East-West Link Road.
- Key buildings and frontages that positively address the public realm to be utilised on all corners where secondary streets connect to the East-West Link Road.
- Frontage treatment of landscape and wall features to all plots should emphasise rhythm and order intended along this edge.

Frontage Access

- Where direct access is provided, predominantly pairs of driveways should be combined together with only limited instances of single drives.
- While direct access to plots is allowed along the street, on-plot corner and rear shared parking should be utilised to avoid too many interruptions to incidental landscaped verges.
- No parking in front of the dwelling should be permitted to enable dwellings to be closer to the street.

Housing Typologies

- The number of building typologies featured along this edge will be limited to define a character of rhythm and order.
- House typologies should predominantly include narrow fronted terraced and semi detached typologies with a small number of large detached dwellings occurring at key corners.
- Apartment blocks will be acceptable in locations identified for Marker Buildings or as part of Key Groupings.



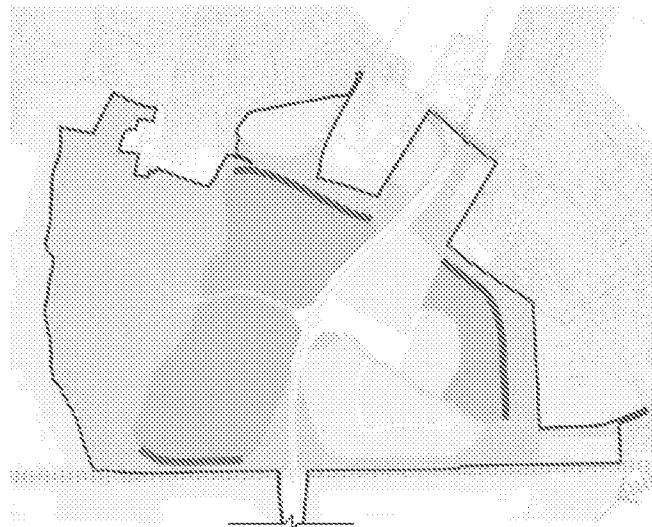
Example Arrangement along East-West Link Road (A)

B. Built Form Principles

New Neighbourhoods

GREEN EDGE

Development along this edge should create a semi-formal edge. Buildings should adopt a linear arrangement of dwellings characterised by consistency, repetition and rhythm. This can include stepped, symmetrical groupings with access via a shared driveway. In areas of higher densities, a higher degree of formality should be achieved.



Green Edge Key Plan

Building Line

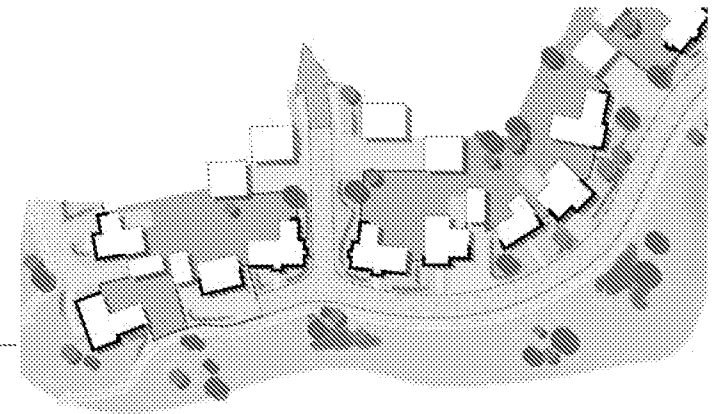
- Dwellings should create a frontage along this edge, positively facing the adjoining public open spaces.
- Buildings should adopt a stepped building line.
- Individual buildings should be parallel to the street with any set backs to dwellings to be consistent except for when access is via a shared driveway, where 'book-end' buildings to groupings can step forward.
- Key buildings and frontages should positively address both sides around corners where roads connect to the parcel edge.

Access

- A selection of parking arrangements should occur accessed from tertiary loop streets and shared drives. These should include on plot between dwellings and on-plot corner parking.
- Parking spaces must be set behind the front building line.
- Where two garages adjoin, they should be along the same building line and no more than two should occur together.

Housing Typologies

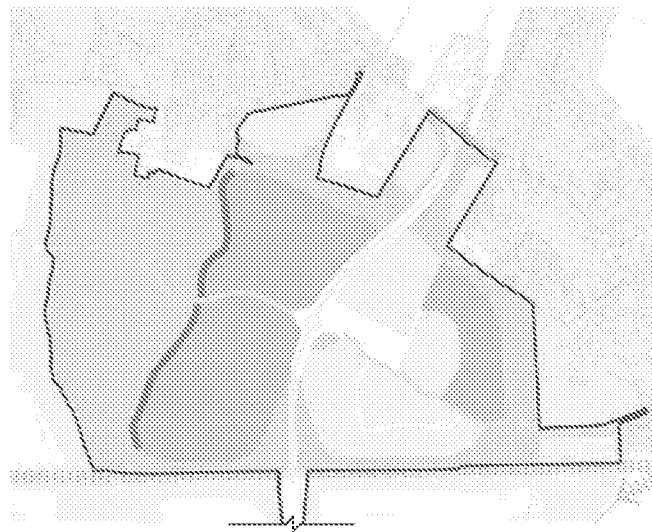
- The range of building typologies featured along this frontage will be limited to define a character of repetition, rhythm and order along the public realm whilst satisfying the medium density requirement of this character area.
- House typologies should be limited to detached (wide fronted), semi-detached and L-shaped corner dwellings.
- An apartment block typology would be acceptable in the 'Marker Building' location on the eastern edge of the development.



Example Arrangement along Green Edge

LINEAR PARK EDGE

This development edge overlooks the Lidsey Rife Linear Park and is a gateway to BEW parcel 5C1 from the west. An informal frontage character should be adopted with a variety of dwelling types.



Linear Park Edge Key Plan

Building Line

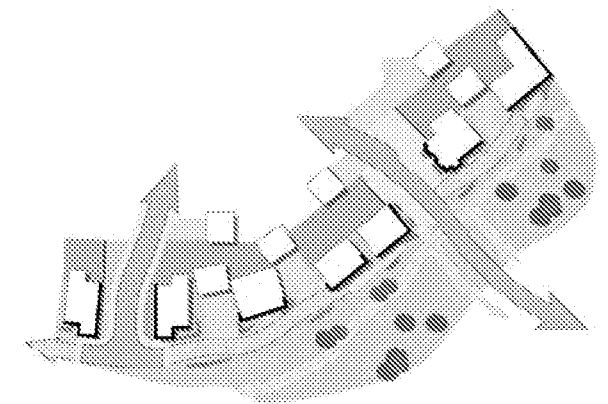
- Development edge should follow informal irregular building line.
- Dwellings should have varied setbacks but should create an overall discernible building line.
- Subtle differences to the angle of dwellings relative to the street should be adopted to stagger the building line.
- Building spacing can vary but should have a rationale relating to the size and shape of the house.
- Buildings may form clusters (provided exposed side elevations have been designed to provide visual interest) and should be accessed primarily by shared/private drives

Frontage Access

- A selection of frontage access typologies should be adopted from shared drives, on-plot between dwellings and on-plot corner parking.
- Access roads should be designed to minimise their visual impact along the Lidsey Rife Linear Park edge, with private and shared driveways used predominantly.
- A maximum of four parking spaces (or 2 double garages) should be used between buildings in this character area in order to create enclosure.

Housing Typologies

- House typologies should be limited to detached (wide and narrow fronted), semi-detached, and L-shaped corner dwellings with two principal frontages at 90 degrees to one another.
- Three storey dwellings in key corners will be acceptable.



Example Arrangement along the Linear Park Edge

B. Built Form Principles

The Neighbourhood Core

CHARACTERISTICS

Mixed uses: Residential (G3); commercial, businesses and services (E); community hall (F2)

Building heights: Range from 2 to 3 storeys, with up to 5 storeys in locations deemed appropriate

The Neighbourhood Core will be urban in character compared to the other areas of the BEW parcel SCL. It occupies the core of the development and accommodates the mixed use Neighbourhood Square.

Dwellings will predominantly be 2 to 3 storeys, with key corners and frontages featuring 4 storeys where appropriate, with the potential for limited 5 storeys in the Neighbourhood Centre.

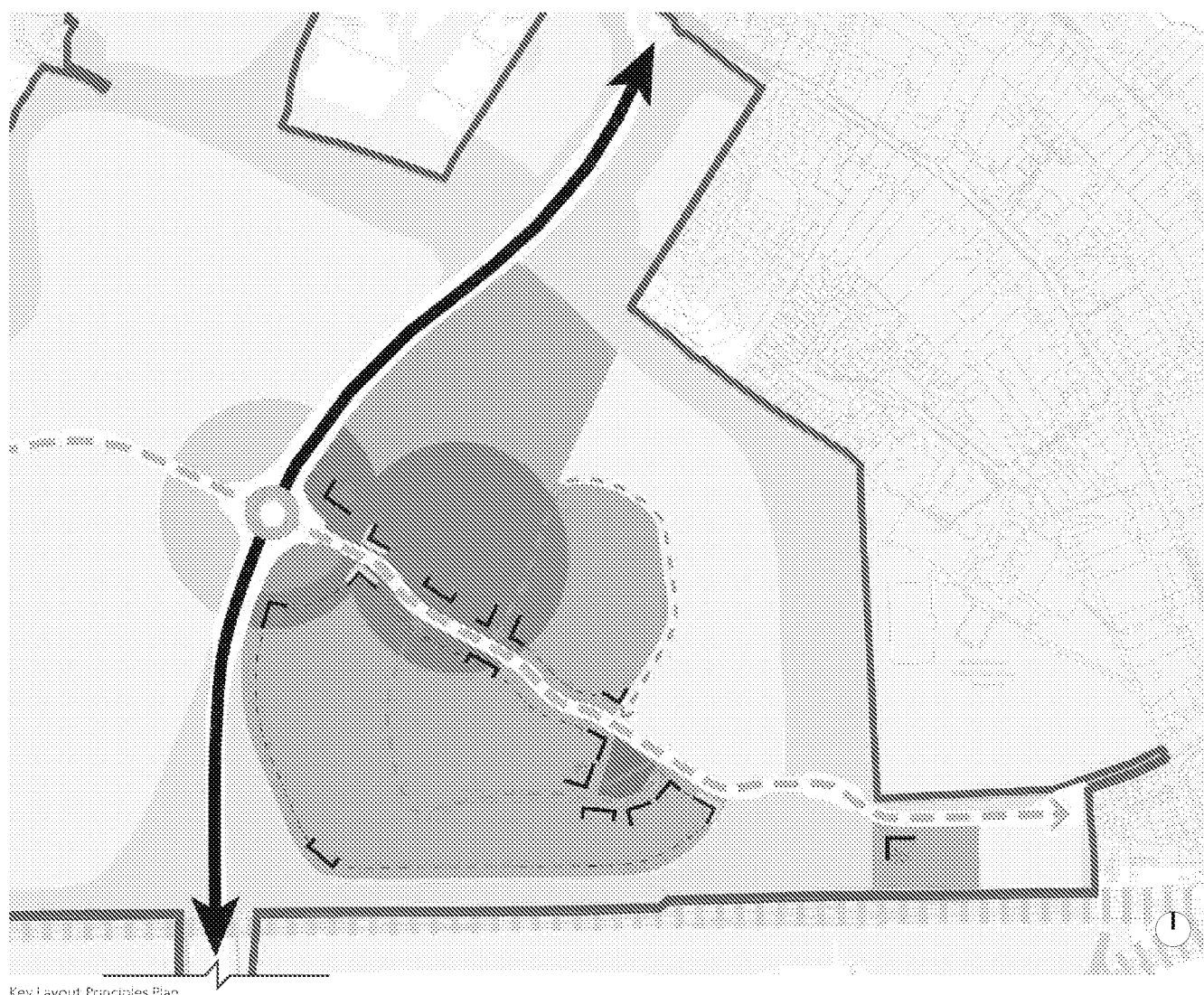
Predominantly terraced, Urban House Types* and apartment blocks will be located within this area to ensure a high degree of enclosure, with detached or semi-detached dwellings used along parcel edges and key corners.

To support higher density, a formal arrangement of streets should be achieved, with an orthogonal street pattern where possible.

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



The Neighbourhood Core



Key Layout Principles Plan

KEY LAYOUT PRINCIPLES

- Development along roads, including the East-West Link Road, should have active frontages and serve as key vista stoppers. Please refer to 'The Roundabout' Key Grouping on page 23.
- Where secondary streets meet the East-West Link Road, active frontage of dwellings should provide a vista stopper across the road.
- Key frontages should be used to terminate key views.
- Development addressing the roundabout should have active frontages and serve as key vista stoppers. Please refer to 'The Roundabout' Key Grouping on page 23.
- Along the edges of parcels, dwellings should provide prominent, positive frontage on to the open space they face.
- The interface with the 'New Neighbourhoods' Character Area should be a secondary street with dwellings fronting on to the street.

KEY

	Planning Application Boundary		The Roundabout Key Grouping
	The A29		The 'Neighbourhood Centre' Key Grouping
	East-West Link Road		The 'Neighbourhood Core' Character Area
	Indicative secondary streets		Marker Buildings
	Prominent Frontage		Public access across pocket park
	Key Frontage		
	Gateway Buildings		

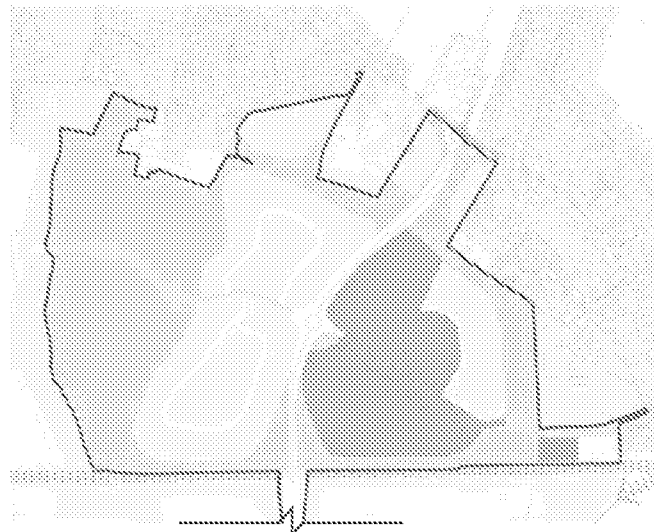
B. Built Form Principles

The Neighbourhood Core

Two distinct interfaces with the public realm are proposed in this character area. The East-West Link Road (B) and the Urban Edge facing the railway.

EAST-WEST LINK ROAD (B)

Residential development along this edge should be of a strong formal frontage character to read as a continuation of the street character of the East-West Link Road (A). However, being a higher density neighbourhood, dwelling arrangements should have a consistent building line, order, and a higher degree of enclosure to East-West Link Road (A).



East-West Link Road (B) Key Plan

Building Use

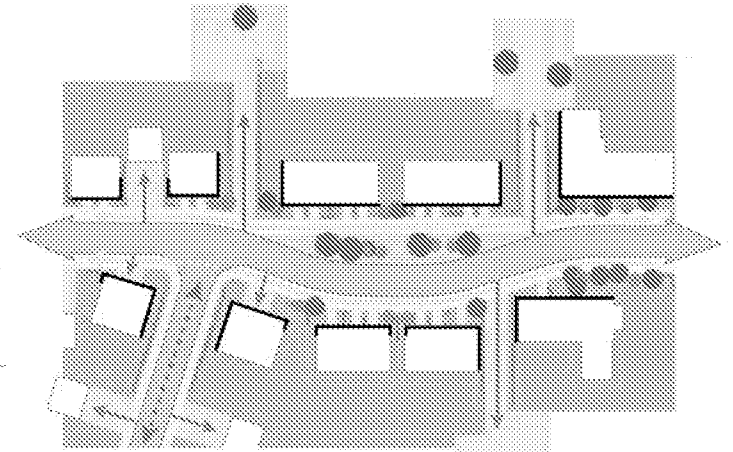
- Dwellings should be set out with a consistent set-back with occasionally deeper set back to create incidental public space or respond to road horizontal alignment
- Spacing between buildings should be consistent and kept to a minimum to achieve enclosure.
- Building alignment should be parallel to the East-West Link Road except in areas where incidental open space is being created.
- Key buildings and frontages that positively address the public realm to be utilised on all corners where secondary streets connect to the East-West Link Road.

Access

- While direct access to plots is allowed along the Street, rear shared parking should also be considered to avoid too many interruptions to the landscaped verge. Where direct access is used, preferably two driveways should be combined together.
- Surface parking in front of building line should not occur to allow buildings to be close to street.
- Shared surface approach to access should be adopted in the mixed use Neighbourhood Square area of the development (refer to Neighbourhood Square Key Grouping on page 25)

Housing Typologies

- The number of building typologies featured along this edge will be limited to define a character of repetition and order.
- House typologies should predominantly include narrow fronted terraced and semi detached typologies.
- Apartment blocks and large detached houses should occur at key corners, in location for Marker Buildings and in Key Groupings.
- Non-residential uses should only occur on the ground floor of the mixed-use area of the 'Neighbourhood Square'.



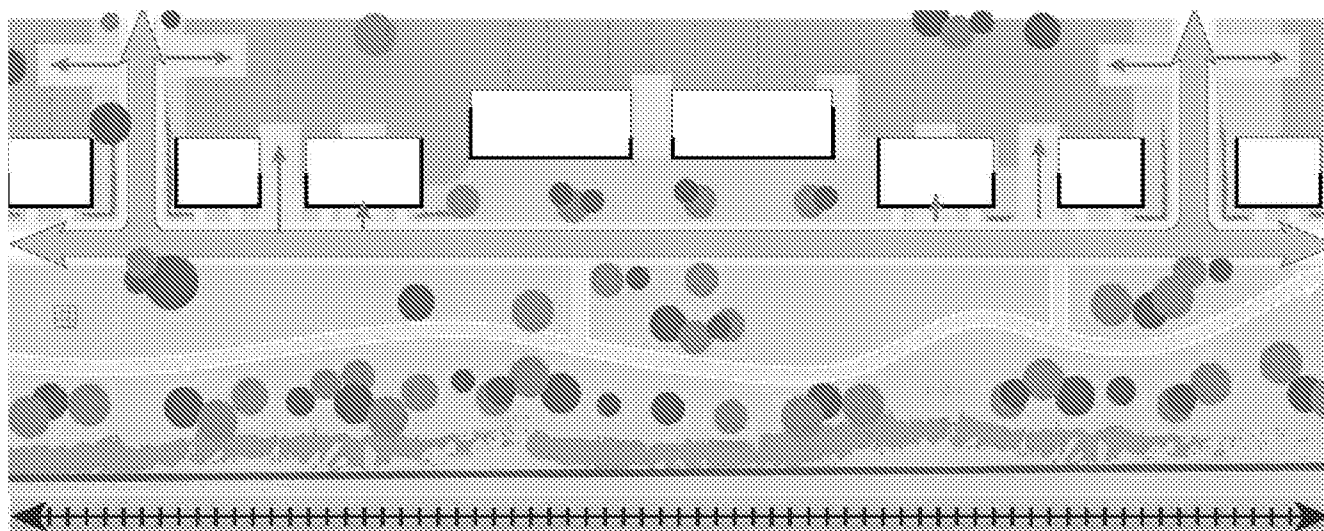
Example Arrangement along East-West Link Road (B)

The Neighbourhood Core

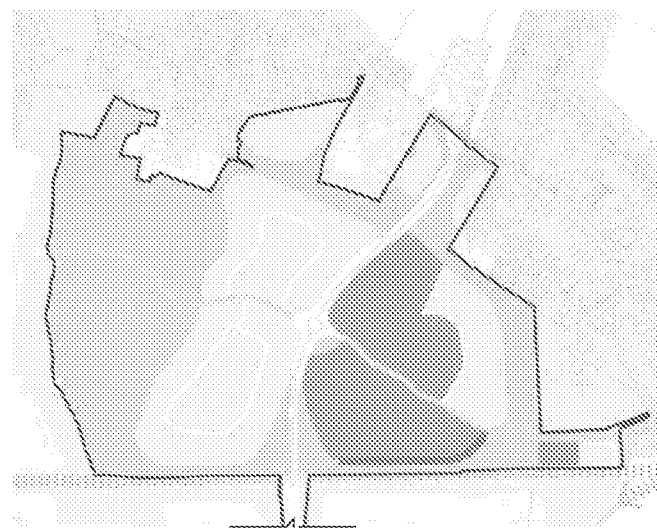
URBAN EDGE

Although positioned along the development edge, the 'Urban Edge' will be different to the 'Green Edge' set out on page 45, primarily due to the higher density character of the area.

A formal linear character will define this edge in response to the presence of linear active routes connecting further east and its interface with the existing railway



Example arrangement along Urban Edge



Urban Edge Key Plan

Building Line

- Dwellings should positively address the public realm to the south.
- Dwellings should create a continuous frontage and adopt a linear building line with regular spacing between them, and provide a high degree of enclosure
- Individual buildings should be parallel to the parcel edge street with a maximum of two instances where dwellings are set back.
- Where dwellings are set back, the built form should be continuous e.g. terraced dwellings to provide enclosure and increased passive surveillance.

Frontage Access

- Frontage access typologies should include a combination of on-plot garages and drives.
- Shared surface parking courts in front of dwellings should be interspersed with landscape.

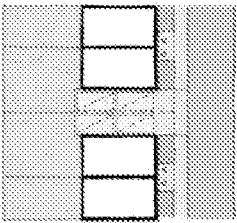
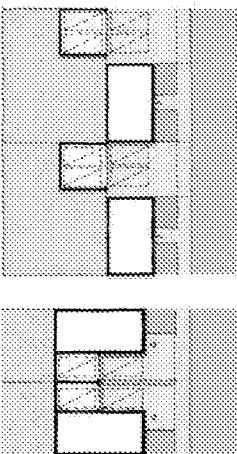
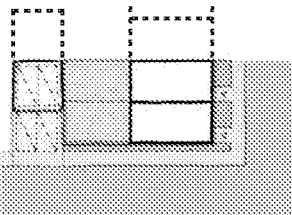
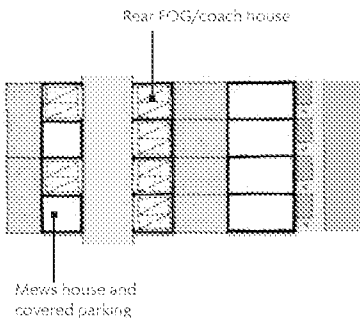
Housing Typologies

- Given the higher density character of this area, the range of building typologies featured along this frontage will predominantly be terraced, semi-detached and compact Urban House Types, with the occasional detached dwelling and apartment block on key corners.
- An apartment block should be located on the eastern edge of the development to act as a Gateway Building.

B. Built Form Principles

Parking Typologies Library

A selection of parking solutions are illustrated below. Reserved Matters Applications should demonstrate which parking solutions are used within the design, as appropriate to the relevant descriptions set out in the Built Form Principles.

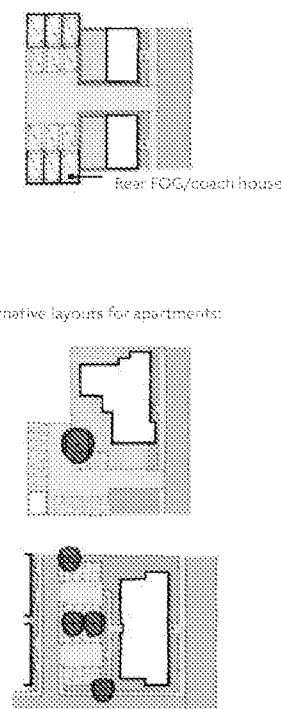
TYPOLGY	DESCRIPTION / NOTES	TYPOLGY	DESCRIPTION / NOTES
On-Plot Between Dwellings  Alternative layout options: 	• Parking spaces must be set behind the front building line. • Spaces will be designed so that tandem parking will not project beyond the building line. • Windows to be provided on flank elevations from habitable rooms overlooking parking/drivesways. • A maximum of two tandem spaces to be provided between dwellings. • Where two garages are aligned, they should follow the same building line. • Sufficient space should be left between a dwelling and a garage to allow access to rear amenity space.	On-Plot Corner 	• A maximum of four spaces (or 2 double garages) • Enclosure will be provided through the use of brick walls enclosing parking bays.
		Mews 	• At least one side of the mews should have housing or flats over garages (FOGs) to ensure natural surveillance over the parking area. • For continuous mews, proposals must demonstrate good levels of activity on the street to ensure sufficient ground floor natural surveillance.

Parking Typologies Library

TYPOLGY	DESCRIPTION / NOTES
On Street	• A maximum of 2 spaces before landscaping occurs unless located within the mixed use area • Medium sized tree species to be planted no closer than 7m to the dwelling • Designed and located to prevent unauthorised parking
Detached Car Barns/Structures	• No more than eight spaces in a single structure • Private structures are also permitted • Natural surveillance required from proximate dwellings

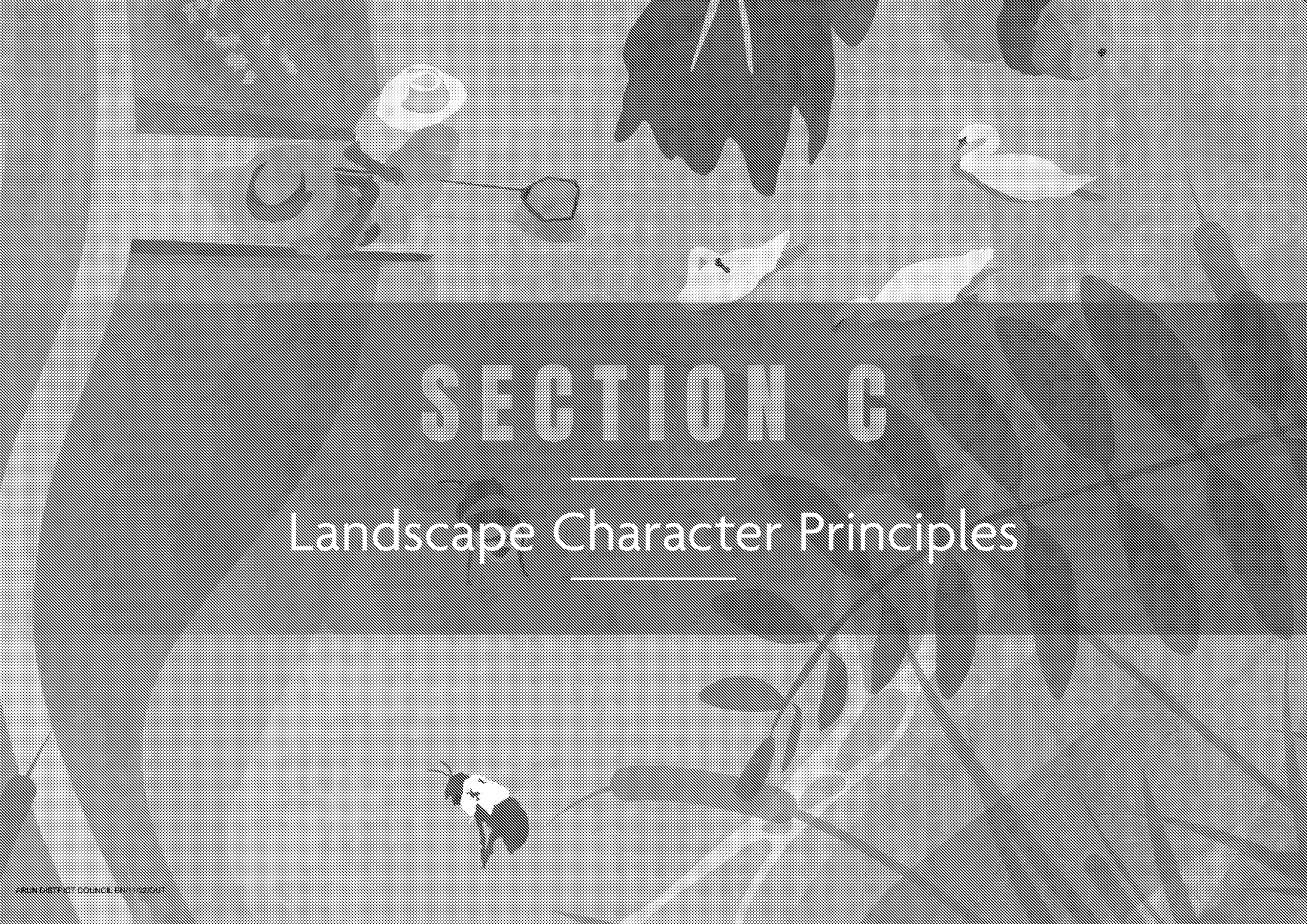
TYPOLGY	DESCRIPTION / NOTES
Rear Parking Courts	• Courts to serve no more than 6 dwellings / 12 parking spaces. For apartment blocks this may be increased, but courts must be sensitively designed with a strong framework of landscape planting • Tandem parking within parking courts should be avoided unless adequate manoeuvring space can be demonstrated • No more than 4 parking spaces before landscaping occurs • Enclosure will be provided to define the access, through the use of walls • FOGs / coach houses to accommodate on plot storage of bins and bikes • FOGs / coach houses to not include garage doors to ensure parking space will be retained in perpetuity • Court will be designed as a whole to create a coherent space

Alternative layouts for apartments:



Rear FOG/coach house





SECTION C

Landscape Character Principles

C. Landscape Character Principles

A29 Interface

CHARACTERISTICS

The A29 interface includes the Hanbury Spur and extends laterally from the development edge to the footway (footpath parallel to the roadway) it includes 'earthworks zone' from the back of the footway to road zone boundary. To the south of the West Coastway railway line this will include temporary landscaping to be provided for residual land before planning applications on neighbouring land come forward.

The character is varied along the length of the A29. These varieties are described adjacent.

- KEY
- Planning Application Boundary
 - A29 road corridor
 - East/West Link Road
 - Regular and orderly spacing of trees at junctions and roundabouts
 - Regular linear tree planting to A29 corridor
 - Buffer planting
 - Primary pedestrian link between development parcels
 - Level access between development parcel and A29 corridor
 - Clear visual connection between development edge and A29 corridor
 - Active recreation space



A29 Key Layout Principles

C. Landscape Character Principles

A29 Interface



Proposed Landscaping Around A29 Connection to Barnham Road.

KEY LAYOUT PRINCIPLES

The primary components of the landscape corridor comprise tree planting, swales and native grass and wildflower planting, or meadows. The spatial arrangement of between these components is determined by:

- Adjacent land uses, such as residential or mixed use parcels;
- 'Active' uses, such as pedestrian movement; and;
- Vehicle travel speeds

The key layout principles driving the layout of the A29 landscape corridor are itemised below:

- In zones of lower travel speeds, such as junctions and roundabouts, tree planting should be regular and ordered, and must comprise stock of at least two metre clear stem; understory should be predominantly grass and meadow;
- In zones where sight-lines and visibility splays are critical, planting must comprise only grassland and meadow; these areas include, by example, pedestrian crossings and junctions;
- Trees should be kept to a minimum in zones with key cross-views, such as the Green Link/Gap;
- Swales running adjacent to the A29 will connect to the larger attenuation basins in the open space. These are to be incorporated into the landscape and will benefit the diversity and visual appeal of this movement corridor; and
- The landscape corridor including the 'earthworks zone' should wherever possible be graded to permit level or otherwise DDA-compliant access from the footway to the development edge.

C. Landscape Character Principles

A29 Interface

KEY AREAS

CHARACTER 1 - NODE / GATEWAY

Character:

- Formal, structured, and visually distinctive;
- Standard tree forms [clear trunk and regular form]; and
- Reduced vehicle speeds.

Design Principles:

- Tree spacing should typically be between 10m - 15m apart with a clear understorey comprising low groundcovers. Continuous and regular tree coverage along length of interface with the A29, for example in the form of a tree avenue;
- Boundaries to the development edge must have a positive aspect onto the public realm; and
- The landscape corridor including the 'earthworks zone' should be graded to permit level or otherwise DDA-compliant access from the footway to the development edge.

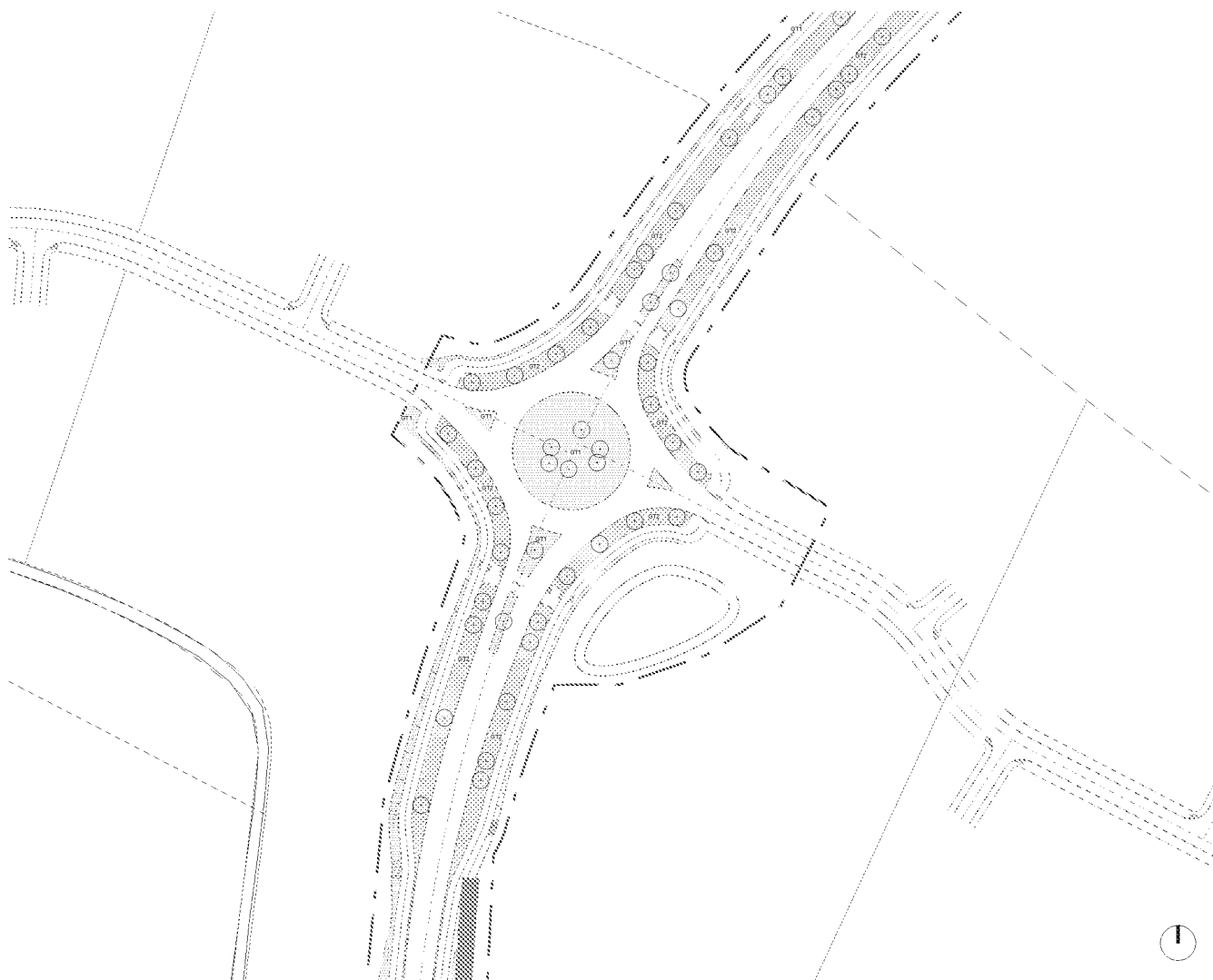
CHARACTER 2 - OPEN SPACE

Character:

- Open with through-views;
- Informal landscape approach through planting; and
- Incorporation of water attenuation ponds.

Design Principles:

- The landscape corridor should connect seamlessly with the open landscape beyond in terms of levels and planting;
- Pedestrian crossings should be designed in accordance with road safety requirements; and
- Tree planting should be limited to 10% [indic.] coverage along length of interface with the A29 to allow views across the road.



Proposed Landscaping Around A29 Roundabout Key Grouping



CHARACTER 3 - SCHOOL

Character:

- Intermediate semi-formal landscape;
- Visual separation from larger buildings and varied use types including a school; and
- Use of planting to truncate views.

Design Principles:

- Tree and shrub planting should contribute to the rhythm of screening and through-views to the development parcel;
- Boundaries to the development edge must have a positive aspect onto the public realm;
- Tree planting in key locations to truncate views into space;
- 20-30% tree coverage along length of interface with the A29 consisting of clusters of trees approx. 25 - 35m apart; and
- The landscape corridor including the 'earthworks zone' could be graded gently to tie into the levels of the adjacent development parcel edge.

CHARACTER 4 - RESIDENTIAL

Character:

- Informal landscape;
- Visual separation at key locations along A29;
- Irregular spacing of trees to reduce traffic speed
- Clear way finding; and
- Informal layout through irregular planting clusters.

Design Principles:

- The landscape corridor between the edge of the development parcel and the A29 corridor must be activated to avoid negative or antisocial uses. This should include positive-active uses, such as provision for an appropriate level of leisure and recreation;
- Natural surveillance must be optimised to discourage negative or antisocial uses;
- Tree and shrub planting should contribute to the rhythm of screening and through-views to the development parcel;
- Boundaries to the development edge must be have a positive aspect onto the public realm. Tree planting focused on arrival spaces and gathering points that occur along A29.
- Pedestrian scale tree planting to act as buffer to both the A29 and development;
- Medium native broad leaf species;
- 10 - 15% tree coverage along length of interface with the A29. This consist of clusters of trees approx. 50m apart; and
- The landscape corridor including the 'earthworks zone' should be graded to permit level or otherwise DDA-compliant access from the footway to the development edge.

RAMP EMBANKMENT

Character:

- Sheltered, and partially enclosed, with a woodland pasture character;
- Semi-open greens and connected linear meadows adjoining the edge of the development parcels;

Design Principles:

- Planting Dwellings should face the A29 to avoid back-of plot interface with the green space between the edge of the development parcel and the A29 corridor;
- The landscape corridor between the edge of the development parcel and the A29 corridor must be activated to avoid negative or antisocial uses. This should include positive-active uses, such as provision for an appropriate level of leisure and recreation;
- Natural surveillance must be optimised to discourage negative or antisocial uses; and
- Buffer planting should be located on the ramp embankment to function as a visual screen between the development and the A29 carriageway.



ARTIST'S IMPRESSION OF LIDSEY RIFE LINEAR PARK

C. Landscape Character Principles

Railway Interface



CHARACTERISTICS

The southern Green Corridor alongside the railway will form a key connection between the Lidsey Rife Linear Park in the east and the Green Link to the west. This corridor will have a transitional character comprising recreational development edge and linear woodland.

It is principally local in nature, serving the residents of the adjacent development parcels. The following principles apply to this interface.

KEY LAYOUT PRINCIPLES

- A landscape and ecological buffer must be established immediately north of the boundary of the railway; the depth of this buffer must comply with the requirements of the relevant stakeholders.
- A footpath/cycleway must run the length of the corridor crossing under the new A29 link road and should connect to all amenity provision.
- Amenity grassed areas adjoining the development edge should be provided to offer opportunities for informal recreation and relaxation alongside several play areas.
- Landscape areas adjoining positively-facing development parcels must be activated to avoid negative or antisocial uses. This should include positive-active uses, such as provision for an appropriate level of leisure and recreation.
- Landscape areas adjoining the back or side of plots should be designed according to the anticipated uses, areas with poor natural surveillance must be designed to discourage negative or antisocial uses.

C. Landscape Character Principles

Green Link

CHARACTERISTICS

The Green Link follows the extent of the 'minimum settlement gap' per the Landscape and Green Infrastructure Parameter Plan. It serves as a gap or buffer between the proposed development at Eastergate and the wider development to retain the character of "three villages".

It includes an upgrade of the existing footpath to a new cycle and pedestrian route between Barnham and Eastergate, ensuring inclusive access, providing connections along the 'green link' to both existing and future amenities/facilities, habitat enhancement and activity trails.

As a peripheral connector to and from the Lidsey Rife Linear Park, its character is that of a linear park, connected but subordinate to the Lidsey Rife Linear Park; generous pathway linking local play areas, seasonal ponds, small greens. Native tree and shrub planting, woodland edge habitat and species-rich grasslands will create an informal and active landscape

KEY

-  Planning Application Boundary
-  Existing Route of PReW
-  Cycle route
-  Pedestrian route
-  Active edge between development parcel and A29
-  Natural surveillance from development parcel
-  Green spaces or pocket parks



Green Link Key Layout Principles

KEY LAYOUT PRINCIPLES

The primary components of the Green Link include the cycle and pedestrian route, rerouted school stream, attenuation basins, play areas, and amenity green space. The spatial arrangement of these components is determined by:

- Fixed location and size of the attenuation basins as part of the site-wide drainage proposals;
- Width of the Green Link between the north boundary and the edge of the development parcel to the south; and
- The alignment and width of the rerouted School Stream.

The key layout principles driving the layout of the Green Link are itemised below:

- Where applicable, cycle-pedestrian routes should follow the existing alignment of the public right of way (PROW), for example Footpath Nos 296 and 321;
- All existing connections to and from the existing PROW must be maintained;
- The cycle and pedestrian route should be segregated or separated along its entire length and designed in accordance with the agreed standard, such as LTN 1/20 or similar;
- The landscape corridor between the edge of the development parcel and the A29 corridor must be activated to avoid negative or antisocial uses. This should include positive-active uses, such as provision for an appropriate level of leisure and recreation;
- Natural surveillance must be optimised to discourage negative or antisocial uses; and
- The usable open space should be programmed as a sequence of smaller 'greens' or pocket parks that connect directly to both the pedestrian route and the development edge.

KEY AREAS

Green Link Crossing

This crossing represents a momentary change in the function of the Green Link, and a break in the character of the A29. The character of the Green Link Crossing should be open and rural in nature, representing a threshold between the existing new settlements. The openness should ensure that when experienced from the A29 and on the Green Link itself it reads as a contiguous singular space. The Green Link Crossing is key to delivering this character.

The function of the Green Link Crossing as a threshold along both the A29 and the perpendicular pedestrian and cycle route should be achieved through the application of the following design principles:

- Visibility splays must be respected through compliance with the relevant road safety requirements;
- Barrier systems must be installed at the appropriate locations either side of the crossing to prevent continuous flow onto the carriageway; materials should be selected to be in keeping with the rural character, for example timber or masonry construction;
- The landscape either side of the crossing must be designed to direct flows to the crossing points, thereby eliminating as much as possible desire lines that avoid them;
- The landscape either side of the crossing points must be designed according to the anticipated pedestrian volumes at peak time;
- The crossing points and the crossing itself must be designed to accommodate both cyclists and pedestrians; and
- The landscape either side of the crossing should be open to allow views east-west along the Green Link.

Development Interface

- The interface between the Green Link and the development edge must be permeable and active with controlled access and views;
- Safe interaction with SuDS features in controlled locations should be encouraged;
- Large specimen trees should be planted in key focal points along the development edge and in open amenity space;
- Amenity provision such as lawns and play spaces should be located close to development edge and onward connection to open space and play space;
- Planting should be installed to the edge of the SuDS features to discourage ingress from open space and play space;
- Buffer planting to create backdrop and to screen existing / proposed development to the north; and
- Focal points and amenity provision should be designed to facilitate way finding along the Green Link.

C. Landscape Character Principles

Lidsey Rife Linear Park

CHARACTERISTICS

The valley of the Lidsey Rife and a number of its tributaries will form the basis of a new linear park from Eastergate Primary School to the West Coastway railway line. The existing landscape must be ecologically enhanced to ensure the establishment of a range of habitats, from riparian, marginal, transition-, succession, to climax. The network of connected wildlife corridors must include wetland, woodland, grassland and meadow mosaics.

KEY LAYOUT PRINCIPLES

The Lidsey Rife Linear Park is characterised into three broad landscape types: riparian, transitional, and grassland. The following principles outline how this can be achieved:

- The riparian corridor includes the full extent of the flood zone, and the landscape proposals must respect and respond directly to the hydrological functions and ecological systems associated with it;
- All proposals to develop the park from its existing condition must respect and enhance existing habitats, and be led by the approved ecological objectives;
- The riparian zone must receive run-off from greenfield land only, and must not be connected to drainage catchments associated with grey infrastructure of the development;
- It must include aquatic, marginal, and wetland meadow habitats; it should also include where possible wet woodland, or carr habitat;
- The transition zone should start at the outer edge of the flood zone and extend to the grassland zone;
- It should comprise a range of habitat mosaics that include seasonal meadows, succession woodland, open grassland and climax woodland;



C. Landscape Character Principles

Lidsey Rife Linear Park

- The grassland zone should be located in higher elevation away from the ecologically sensitive areas of the riparian transition zones;
- Trees as single specimens or groups must be located to respect the setting of the Grade II* listed St. George's Church, preserving the visual link to the church from the footpath/ cycleway; and
- Visual impact of the development edge must be mitigated where appropriate by buffer structural planting.

KEY AREAS

Lidsey Rife

Lidsey Rife corridor forms the riparian zone and as such is driven by ecological objectives. These objectives will be achieved applying the following principles:

- Landscape proposals must optimise opportunities for the establishment of wet woodland and wetland mosaics;
- Proposals and works within or that otherwise may affect the rife corridor must be carried out in accordance with method statements approved by an appointed ecologist and all interested stakeholders;
- Activities that potentially conflict with or undermine existing and proposed habitats within the rife corridor must be 'designed out' of this zone; examples of such activities include destination play areas, off-road cycling, or large unmanaged group activities;
- Recreational activity should be limited to passive and light interaction, such as walking, leisure and small managed group activities;
- The rife could be re-profiled in selected locations to optimise opportunities for a sensitive interaction with the water; such opportunities could include benching, beaches, decks or platforms;

- All pathways must be constructed from natural materials, locally produced and sourced where possible;
- Network of secondary pathways should incorporate quieter, more ecologically sensitive routes, such as natural trails, learning trails, and wellness or fitness trails; and
- Hubs should be established along the various trails to encourage outdoor learning, nature play, fitness, access to nature, and passive leisure.

Play Areas

The destination play and recreation areas within the Lidsey Rife Linear Park will be designed and implemented according to the following principles to ensure the appropriate character areas are achieved:

- Neighbourhood Equipped Area for Play, or NEAP, must comprise formal and informal recreation for children and young people;
- Activity zones must be located 30m min from the boundary of the nearest property containing a dwelling;
- They must comprise a minimum of 1,000sqm of activity zone;
- The NEAP must include play provision and facilities specifically for disabled users; access to them must be DDA-compliant; safety surfaces in and around the inclusive play elements must comprise rubber crumb or grass matting;
- The NEAP should be in key, prominent locations, highly visible to optimise natural surveillance, wayfinding and orientation; close enough to roads so as to be accessible, yet safe;
- All play provision should be constructed with natural materials where possible, using a natural loose-fill safety surface where not designed as part of the inclusive play provision;
- Planting will be integrated with the general design to provide opportunities for sensory interaction with nature and ensuring integration with the immediate context;

- It must be designed to respond directly and sensitively to the immediate landscape setting such that it is visible but not conspicuous; and
- Other outdoor provision may be provided near the destination play area and designed to respond directly sensitively to the immediate landscape setting such that its function and character are compatible with those of the Linear Park.

Amenity Grasslands

The elevated land south of St George's Church is located between the Lidsey Rife and its tributary. It is separated from the more ecologically-focused zones associated with the rife corridor, and well-located for more active amenity provision. The following principles apply to the design of the amenity grassland:

- Provision for active amenity such as sports and recreation must have minimal interface with SuDS features and ecologically sensitive areas;
- Sufficient open space to accommodate a future cricket green should be provided with gradients suitable for this purpose;
- Grass and turf for the cricket pitch should be planned, designed, and constructed to the relevant agreed standard;
- Consideration should be given to the impact of natural turf on the surrounding habitats, such that aggressive non-native species do not encroach into the native meadows, and that subsequent maintenance regimes avoid any negative impacts of spray drift on the flora and fauna of adjacent habitats; and
- Amenity areas for non-pitch activities could be sown with a species-rich flowering grassland seed mix.

C. Landscape Character Principles

Sustainable Drainage Features

(including the attenuation ponds and the school stream)

CHARACTERISTICS

Water is a feature of the culture and landscape of the wider area. The low lying landscape within the Site is characterised by a field drainage network of rife. This network should be retained and ecologically enhanced. The new site-wide drainage design will comprise conveyance and attenuation of surface water for each development phase. In all instances it will integrate the primary drainage function with habitat creation and amenity provision, incorporating the treatment train principles from source to site control

KEY LAYOUT PRINCIPLES

The following principles should inform the detailed design of the surface water drainage for individual parcels

- Attenuation basins must be identified through collaboration between the appointed landscape architect, ecologist and drainage engineer as either retention or detention basins;
- Retention basins should be located wherever possible in prominent locations within amenity green space to optimise visual amenity and positive human interaction; and
- The form of the attenuation basin must be designed such that the new landform is smooth, flowing, and integrates with the existing topography.



Sustainable Urban Drainage Features

KEY AREAS

Seasonal Wetland:

Located at the southern-most point of the Green Link, this constructed wetland receives run-off from a large portion of the development. It is characterised by a cluster of basins for the catchments of different phases. The following principles are to be applied for this area.

- The wetland, comprising multiple basins, must be designed as a singular, integrated and coherent landscape area; conversely the basins must not read as discrete drainage features, independently design and constructed;
- The design and construction of each of the basins must respect the habitats of those constructed in previous phases;
- The proposed landform of each basin must comply with the design intent of the overall design of the Seasonal Wetland; and
- Each basin must be designed and constructed to tie in naturally, in terms of levels and planting, with the adjacent basin or landscape area.

Retention Basins:

- Access to water and the design of the shoreline must be designed according to the relevant RoSPA guidance;
- Access to the shoreline should be located to respond to desire lines and encouraged by means of decks or platforms; and
- Permanent water should be considered as a positive visual contribution to the immediate setting and should be designed in coordination with the appointed architects to ensure a positive visual connection with adjacent built form.

Detention Basins:

- The vertical and horizontal design must be developed in coordination with an appointed ecologist to optimise opportunities for habitat creation; and
- The shoreline must include scalloped edges and benched profiles of a maximum gradient, wherever possible, of 1 in 5, or 20%.

