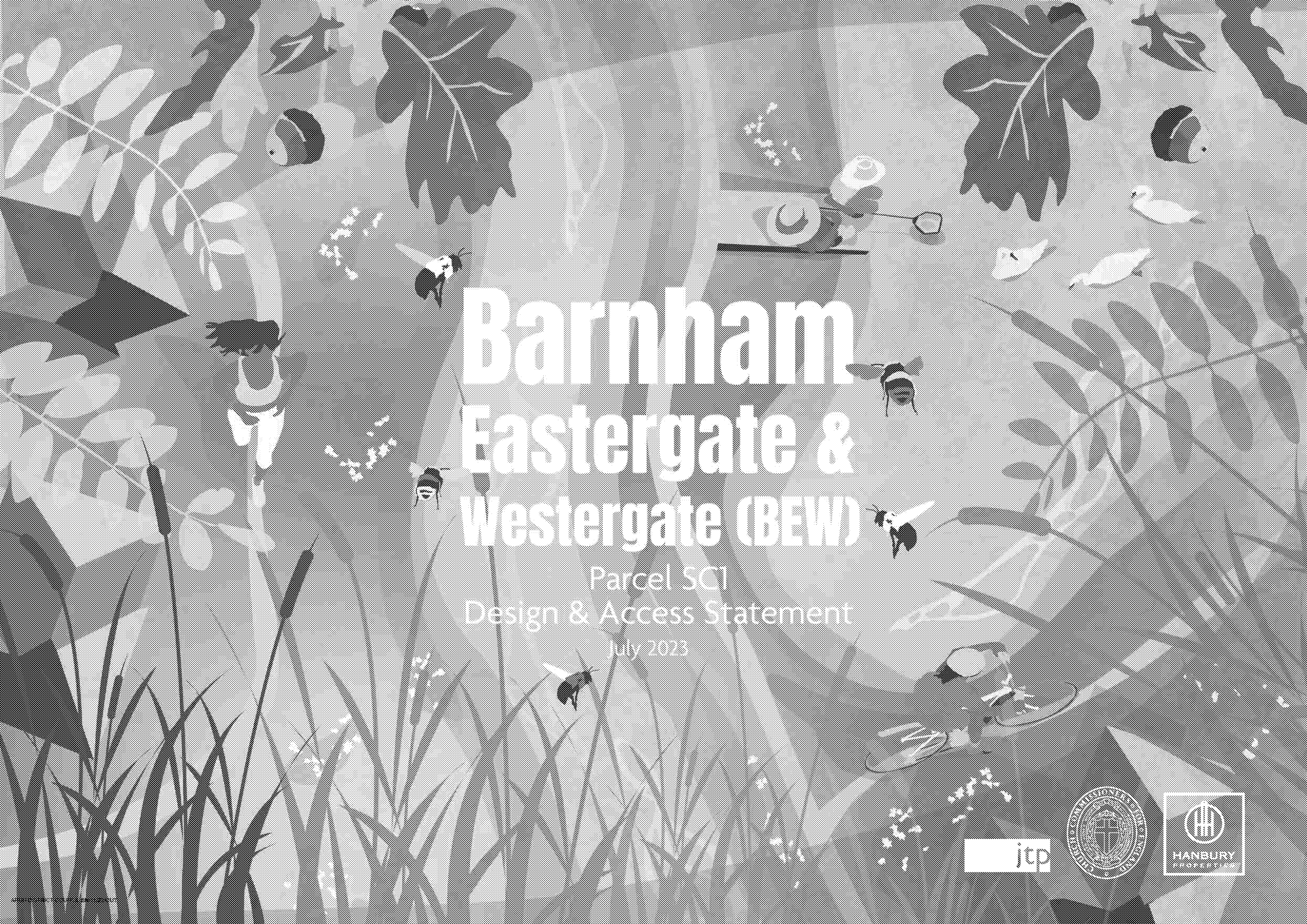
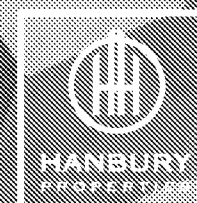




Barnham Eastergate & Westergate (BEW)

Parcel SC1
Design & Access Statement
July 2023



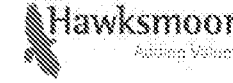
The Team



Southern Consortium - Applicant
C.C. Projects
Church House, Great Smith Street
London, SW1P 3AZ



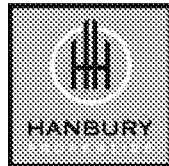
Masterplanning
JTP
Unit 5, The Rum Warehouse
Pennington Street, London E1W 2AP



Project Management
Hawksmoor
Suites 1 & 2, City Point, Swan Road
Lichfield, Staffordshire, WS13 6QZ



Landscape
Fabrik
Lenten House, 16 Lenten Street, Alton,
Hampshire GU34 1HG



Southern Consortium - Applicant
Ashmarden Ltd and Hanbury (PM) Ltd
Properties
17 Northgate, Chichester PO19 1BJ



Planning
Lichfields
The Minster Building, 21 Mincing Lane,
London, EC3R 7AG



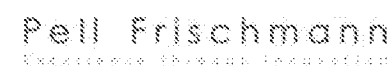
Property Consultants & Chartered Surveyors
Gerald Eve LLP
72 Welbeck Street,
London, W1G 0AY



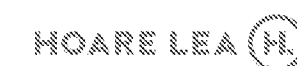
Heritage & Archaeology
Development Archaeology Services Ltd
Little Thornfield, West Wittering
Chichester, PO20 8AA



Ecology
Ecology Solutions Ltd
Farncombe House, Farncombe Estate, Broadway,
Worcestershire, WR12 7LJ



Transport & Drainage
Pell Frischmann
5 Manchester Square
London, W1U 3PD



Sustainability
Hoare Lea
155 Aztec West, Almondsbury
Bristol, BS32 4UB

PROJECT CODE	00605B
CREATED BY	LB/DF/NL/EC
CHECKED BY	GP/ESC
ISSUE TYPE	F3
ISSUED ON	22ND SEPTEMBER 2023

DISCLAIMER:

This report has been prepared for the sole use of C.C. Projects, Ashmarden Ltd and Hanbury (PM) Ltd and for the intended purposes as stated in the agreement between C.C. Projects and JTP. No responsibility or liability is accepted towards any other person in respect of the use of this report or for reliance on the information contained in this report by any other person or for any other purpose. The use of this report by unauthorised third parties without written authorisation from JTP shall be at their own risk, and JTP accept no duty of care to any such third party. This document may contain photographs of and/or quotes from participants in the Community Planning process. Publication is intended as a record of the event(s) rather than a representation of the views of the subject(s).

Contents

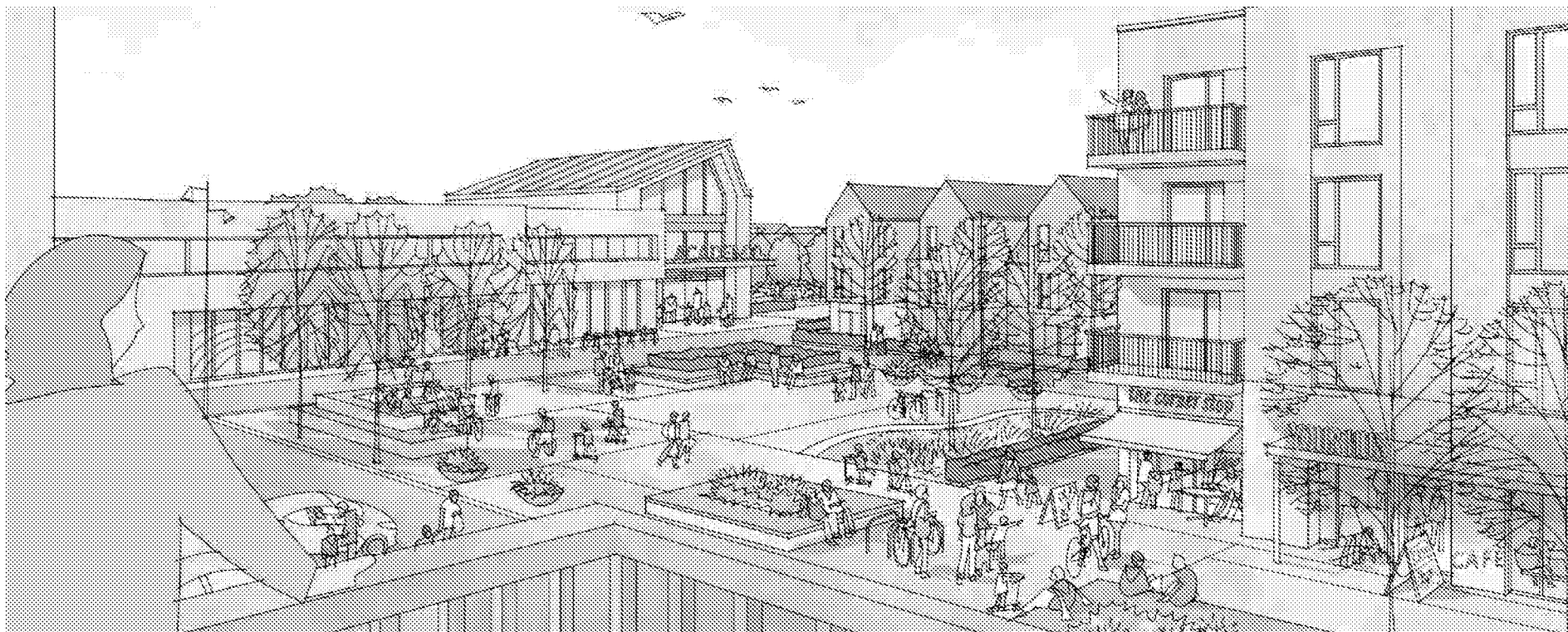
Executive Summary	01	5. Parameter Plans	55
1. Background	03	5.1 Land Use	56
1.1 Introduction	04	5.2 Movement & Access	58
1.2 Planning Policy Context	06	5.3 Green Infrastructure	60
1.3 The Planning Process	10	5.4 Building Heights	62
1.4 This Application	12	5.5 Development Areas Character Plan	64
2. Endorsed Framework Masterplan	15	6. Illustrative Masterplan	67
2.1 The Framework Masterplan	16	6.1 Illustrative Masterplan	69
2.2 Framework Masterplan Themes	18	6.2 Landscape Strategy	72
2.3 Framework Masterplan Consultation	19	6.3 Response to Edge Conditions	74
2.4 Framework Masterplan Principles	20	6.4 Character Areas	76
2.5 Summary of Wider Constraints	22	7. Access & Movement	85
2.6 Summary of Wider Opportunities	23	7.1 Site Access	86
2.7 Connectivity Principles	24	7.2 The A29	87
2.8 Landscape Principles	25	7.3 Street Hierarchy	88
2.9 Placemaking Principles	26	7.4 Sustainable Movement	89
2.10 Summary	27	7.5 Parking Strategy	94
3. Understanding the Application Site	29	7.6 Inclusive Design	95
3.1 The Application Site	30	8. Evaluation	97
3.2 Ecology & Landscape character	32	8.1 Sustainable Strategies	98
3.3 Flooding & Topography	33	8.2 Healthy Placemaking	100
3.4 Heritage & Archaeology	34	Summary	103
3.5 Connections	35	Compliance with Framework Masterplan Principles	105
3.6 Amenities	36	The Vision for BEW Parcel SCI	106
3.7 Key Edge Conditions	37	Appendices	109
3.8 Constraints	42	Appendix 1: Evolution of the Masterplan	110
3.9 Opportunities	43		
4. Design Principles	45		
4.1 Layout Principles	48		
4.2 Concept Plan	50		
4.3 Key Benefits	52		



Executive Summary



Artists' impression looking northwards towards St George's Church and cricket pitch, and new homes to the east



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

The application site 'BEW Parcel SC1' 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 SC1 and other land as a Strategic Allocation and identifies the key design and infrastructure requirements to support the allocation and serve existing communities.

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.

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. 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 SC1 presents the first development parcel within the Strategic Allocation brought forward by C.C. Projects, Ashmarden Ltd and Hanbury (PM) Ltd, who are promoting the site as 'The Southern Consortium'. The majority of the site is north of the West Coastway railway line and it also includes the A29 route south of the railway line; all of which are part of the larger site allocation SD5 referenced in Arun District Council'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 and Access Statement (DAS) sets out the ambition, vision and design principles for BEW Parcel SC1 and sits alongside the other material that forms or accompanies the Outline Planning Application for the site. While many aspects of the proposal will evolve to meet future needs and respond to detailed requirements, this stage formally captures the principles of development. It is a critical stage in bringing forward development and much-needed infrastructure on the site.





CHAPTER ONE

Background

This chapter provides strategic and local planning context to the Design and Access Statement, including relevant policy and guidance. It provides a summary of the history of the planning context and explains the structure, purpose, and scope of this document.

1. Background

1.1 Introduction

FORMAT & PURPOSE OF THIS DESIGN & ACCESS STATEMENT

A Design and Access Statement (DAS) is a report accompanying and supporting a planning application. A DAS should explain the vision, principles and concepts that have been applied to the development.

The DAS provides a framework for applicants to explain why a proposed development is a suitable response to the site and its context, how the scheme has been resolved through an understanding of setting, scale, massing, access and movement. A DAS should demonstrate how the site and its context have influenced the design.

This DAS forms an important part of the information that has been submitted as part of the Outline Planning Application (OPA) for BEW Parcel SCI. The purpose of the DAS is to provide stakeholders with the relevant information they require to understand and the DAS is required to:

- (a) explain the design principles and concepts that have been applied to the development;
- (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- (c) explain the policy adopted and how policies relating to access in relevant local development documents have been taken into account;
- (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- (e) explain how any specific issues which might affect access to the development have been addressed.

The proposed drawings and plans in this document have been developed from the endorsed Framework Masterplan and are illustrative and therefore should not be considered a precise representation of the scheme to be delivered. Further design evolution and detail will be provided as part of future Reserved Matters Applications.

1. BACKGROUND

This chapter provides strategic and local planning context to the Design and Access Statement, including relevant policy and guidance. It provides a summary of the history of the planning context and explains the structure, purpose, and scope of this document.

2. ENDORSED FRAMEWORK MASTERPLAN

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

3. UNDERSTANDING THE APPLICATION SITE

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

4. THE VISION

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

5. PARAMETER PLANS

This chapter introduces a set of plans defining parameters for land use, movement & access, green infrastructure, buildings heights, and character areas, which have been informed by the Framework Masterplan and further design development. The parameter plans provide a set of constraints that all proposals must adhere to as part of subsequent Reserved Matters Applications.

6. ILLUSTRATIVE MASTERPLAN

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

7. MOVEMENT & ACCESS

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

8. EVALUATION

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

9. SUMMARY

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



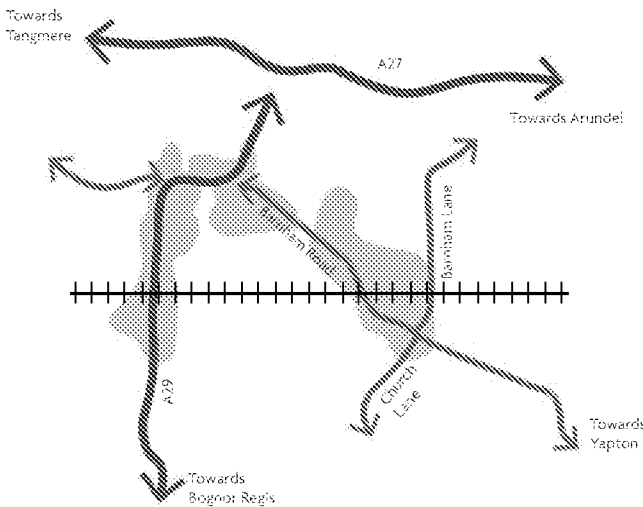
BEW Parcel SC1 Illustrative Masterplan

1. Background

1.2 Planning Policy Context

BEW (Barnham Eastergate and Westergate) is in West Sussex, on the Sussex coastal plain east of Chichester, north of Bognor Regis, and north west of Littlehampton. Arun Local Plan Policy HSP2c SD5 designates 'BEW' as a Strategic Allocation. It identifies the key design and infrastructure requirements to support the allocation and serve existing communities, including two new primary schools, two local centres, which will include shops, a library facility, as well as highways infrastructure. The total area within the Strategic Allocation is circa 270 hectares / 668 acres and the boundary shown on the adjacent plan is determined by the Local Plan Policy Map.

The Strategic Allocation site is connected to the wider road network by the A29, which links the site to Bognor Regis in the south and via the A27 at Fontwell to Arundel and Chichester. The A29 crosses the Arundel to Chichester Coastway railway line in Woodgate at a level crossing, resulting in significant traffic delays during peak times, leading to unreliable journey times and queuing vehicles. 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.



Existing Road Network

- KEY
- BEW Allocation Boundary

West Coastway railway line

Railway station

Road network

Public Right of Way

Long distance footpath



Illustrative Wider Context Plan

1.2 Planning Policy Context

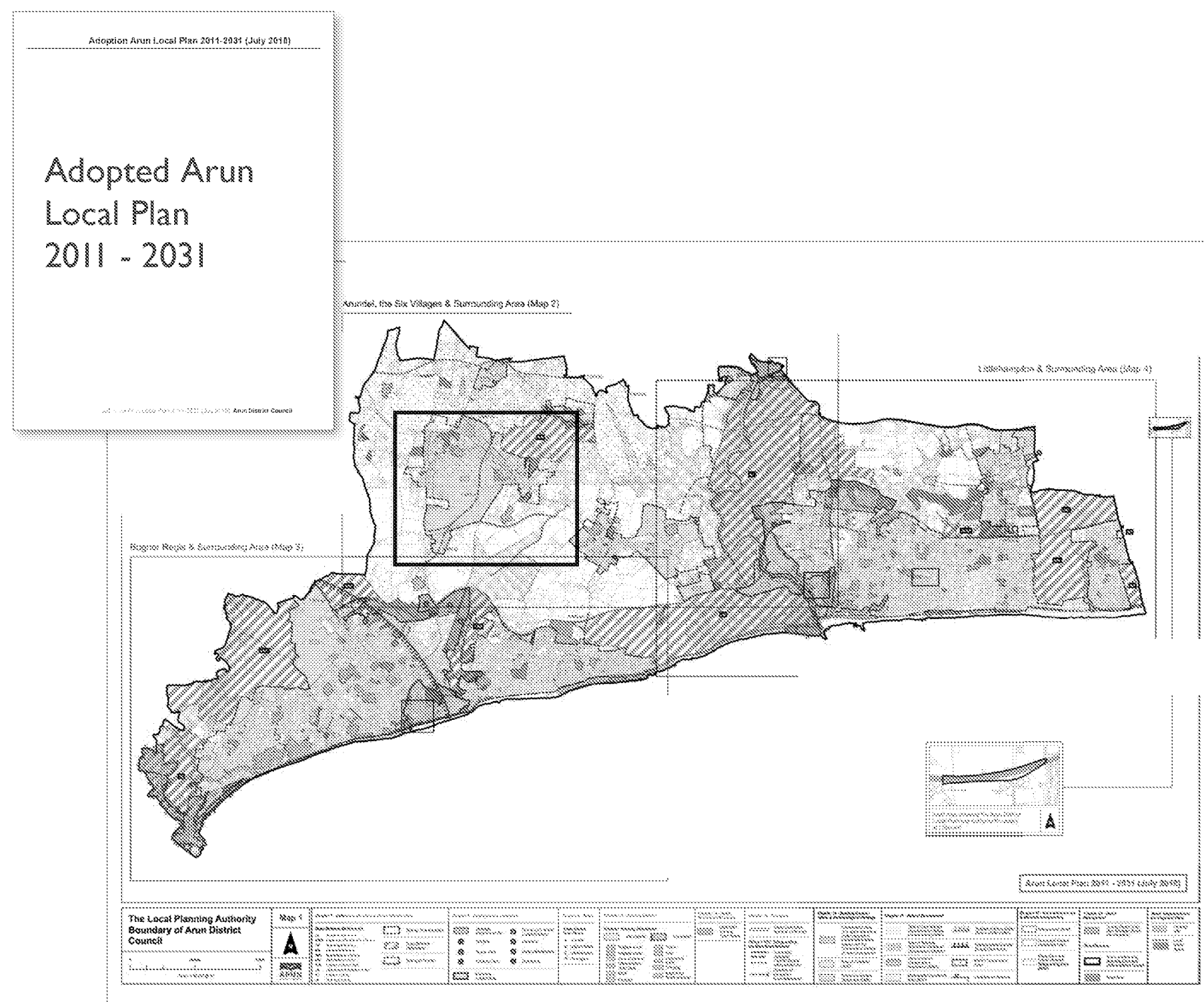
POLICY H SP2C SD5

Arun Local Plan Policy H SP2c SD5 allocates the site as a 'Strategic Allocation' and identifies the key design and infrastructure requirements for development to deliver. This directly informs subsequent planning applications.

The site is part of the allocation in the Arun District Local Plan (2018) under Policy H SP2c SD5 for at least 2,300 dwellings over the plan period (2011 – 2031) and up to 3,000 in total. In addition, the policy requires:

- A Community Hub will include retail, commercial and community facilities; a new Tier 7 library facility; and healthcare facilities to serve BEW (SD5) and Fontwell (SD6).
- A new A29 route through the allocation and including a bridge over the railway.
- An east-west route north of the West Coastway railway line to join the existing A29 route and new A29 route and continue towards Barnham railway station.
- Access to Barnham railway station to be maximised through attractive routes for all modes of transport including additional car parking to serve facilities in Barnham's centre including the station.
- Westergate Link cycle scheme alongside further cycle routes to/ from Bognor and linkages.
- A new two-form entry primary school, a new one-form entry primary school and nursery places.
- Two new sports pitches and changing facilities.

Partial extract of Policy H SP2C SD5



Extract of Local Plan Policies Map

1. Background

1.2 Planning Policy Context

HIGH LEVEL DEVELOPMENT PRINCIPLES

To inform the preparation of the Framework Masterplan, a number of high level design principles were drawn up in collaboration with Arun District Council (ADC) Officers. These have been subject to a separate review and were endorsed by Arun District Council Planning Policy Sub-Committee on 25 February 2020. The Framework Masterplan responded to this requirement and other policies that are of relevance from the Local Plan.

These high level design principles will sit alongside the Framework Masterplan and will guide future development proposals. The high level design principles are broadly summarised into the following key groups:

- **Access & Movement** – seek to reduce the need to travel, promote sustainable forms of transport and create walkable neighbourhoods;
- **Landscape & Green Infrastructure** – incorporate key blue and green landscape features and infrastructure, including locations for play space, sports pitches and open space;
- **Community** – identify key locations for supporting new homes, new schools, local centres, community facilities and libraries;
- **Built Form** – identify development parcels and key character areas, including those which will form part of urban extensions and those which will form part of a new settlement;
- **Sustainability** – include measures to enhance sustainability and mitigate climate change; and
- **Technology** – incorporate opportunities for the integration of smart deliverable technologies that enhance public transport, homes, community and support uses and employment space.

ARUN DISTRICT DESIGN GUIDE SPD

The Arun District Design Guide provides further guidance on design policies contained within ADC's Local Plan. While the Guide is a material consideration in ADC's decision-making, the design solutions specified within are guidance only.

NEIGHBOURHOOD PLANS

Neighbourhood Development Plans form part of statutory development plans that planning applications should be assessed against. Planning applications for the separate land parcels will have regard to policies within the Barnham and Eastergate Neighbourhood Development Plan and Aldingbourne Neighbourhood Development Plan where the land parcels fall within the Neighbourhood Plan boundaries.

DESIGN QUALITY

The National Planning Policy Framework (NPPF) notes that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. The NPPF was revised earlier this year and it sets out that new streets should be tree-lined, with trees incorporated elsewhere in developments where possible, such as parks and community orchards.

In this context, the National Design Guide addresses the question of how we recognise well-designed places by outlining and illustrating the Government's priorities for well designed places in the form of ten characteristics. It notes that well designed places and buildings come about when there is a clearly expressed 'story' for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development.

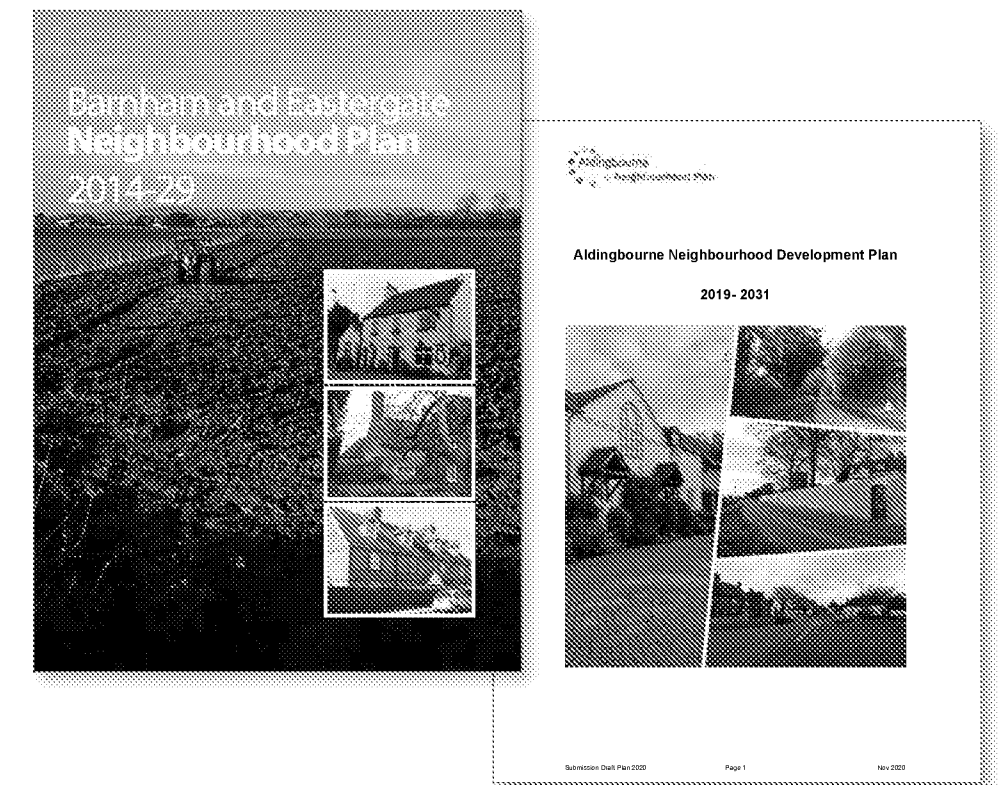
The National Design Guide also notes that buildings are an important component of places and proposals for built development and are a focus of the development management system. Good design involves careful attention to other important components of places. These include:

- The context for places and buildings;
- Hard and soft landscape;
- Technical infrastructure – transport, utilities;
- Services such as drainage; and
- Social infrastructure – social, commercial, leisure uses and activities.

A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including:

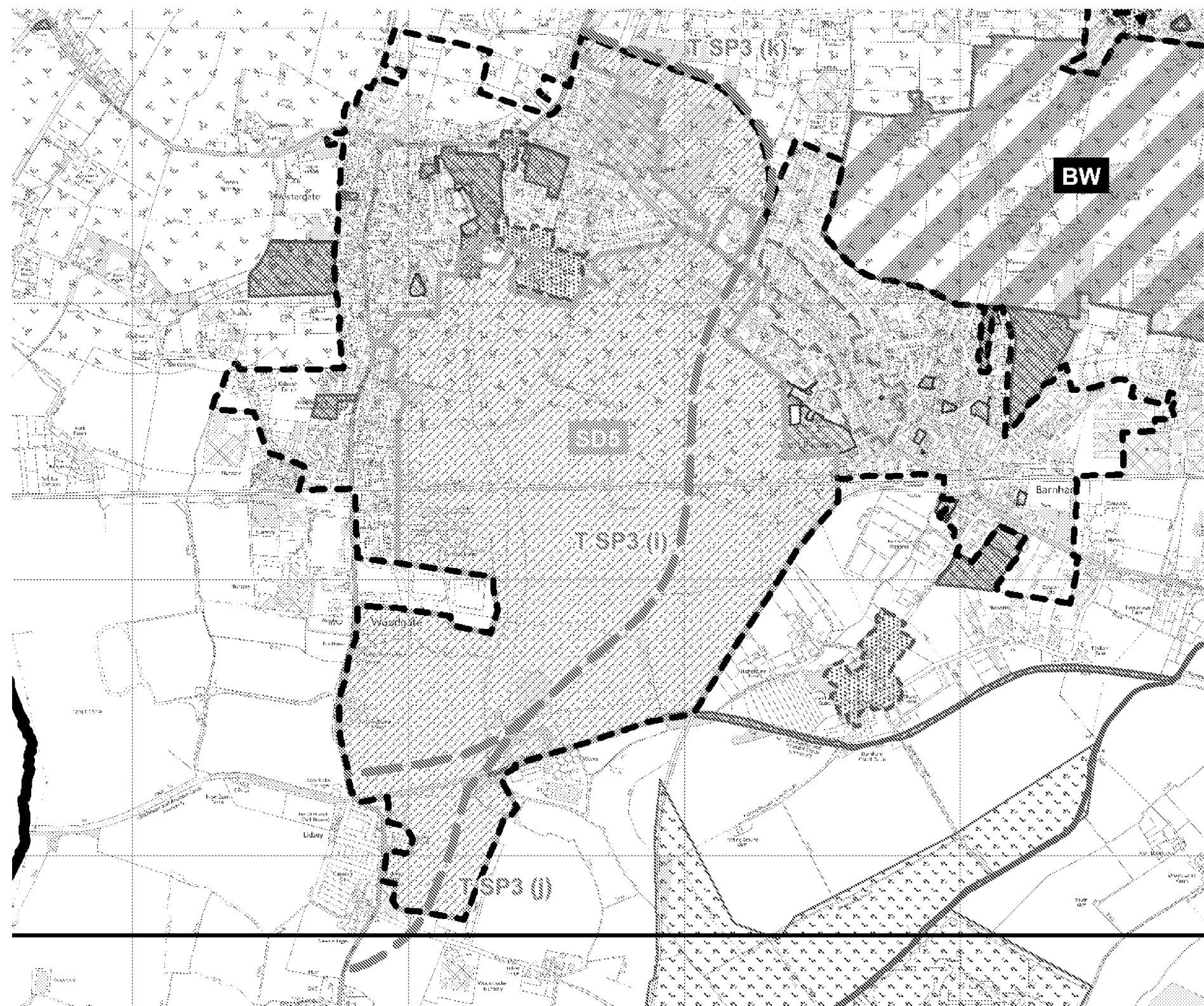
- The layout (or masterplan);
- The form and scale of buildings;
- Their appearance;
- Landscape;
- Materials; and
- Their detailing.

The Local Plan contains a number of design related policies with the focus being on planning for climate change, conserving natural resources and increasing biodiversity.



Covers of Barnham and Eastergate Neighbourhood Plan and Aldingbourne Neighbourhood Development Plan

1.2 Planning Policy Context



Extract of Local Plan Policies Map

POLICY H SP2C SD5

The role of the realigned A29

The Strategic Allocation is connected to the strategic road network by the A29, which links the site to larger local towns. The A29 crosses the West Coastway railway line in Woodgate at a level crossing, resulting in significant delays during peak times due to the length of time the barrier is closed. This impacts journey times for those travelling north to south through the area, and the proposed A29 bypass will alleviate the burden on the traffic through Westergate.

This application includes Phase 2 of the A29 realignment, leading south from Barnham Road to a new junction joining the existing A29 to the south of Lidsey bends. An early connection from the realigned A29 to the existing A29, referred to as the 'Hanbury Link', will also be delivered. The A29 will come forward in two main parts alongside the development, with the first section of road constructed north of the railway line. The second section will connect southwards, including a bridge over the West Coastway railway line. The realigned A29 will serve the development; however, its principal role is to alleviate congestion associated with the local highways network.

For further detail on the A29 proposals, please refer to the detailed highways drawings as referenced in the Planning Statement.

Chapter 12 - Housing Delivery

Strategic Housing Allocations:

Site Specific	Committed
Pagham South	Yapton
Pagham North	Ford
West of Bersted	Angmering North
Littlehampton - West Bank	Climping
BEW	Angmering South and East
Fontwell	

Chapter 15 - Transport

Green Link: Littlehampton to Arundel

Policy T SP3: Safeguarding the Main Road Network

Committed
Indicative
Arundel Bypass safeguarded line
Direction of connection to be determined

Chapter 16 - Building Conservation & Archaeological Heritage

Conservation Area (For up-to-date info & scale mapping of Conservation Areas, please visit the Conservation section of: www.arun.gov.uk)

Area of Character (AoC)

Scheduled Ancient Monument (SAM)

1. Background

1.3 The 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. A 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.

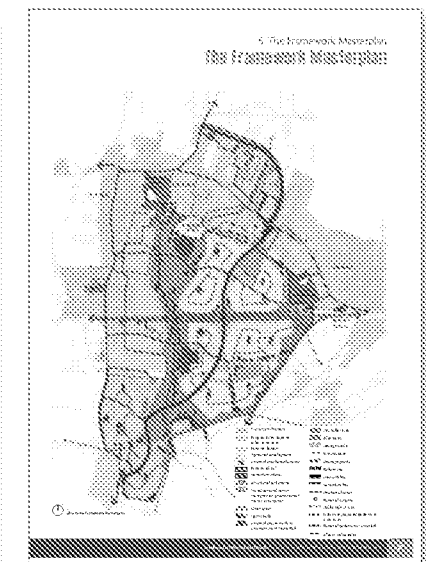
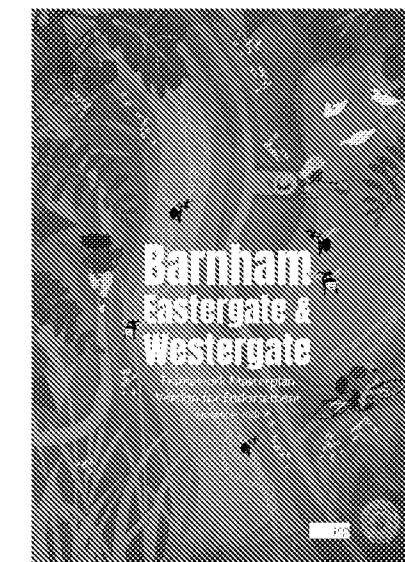
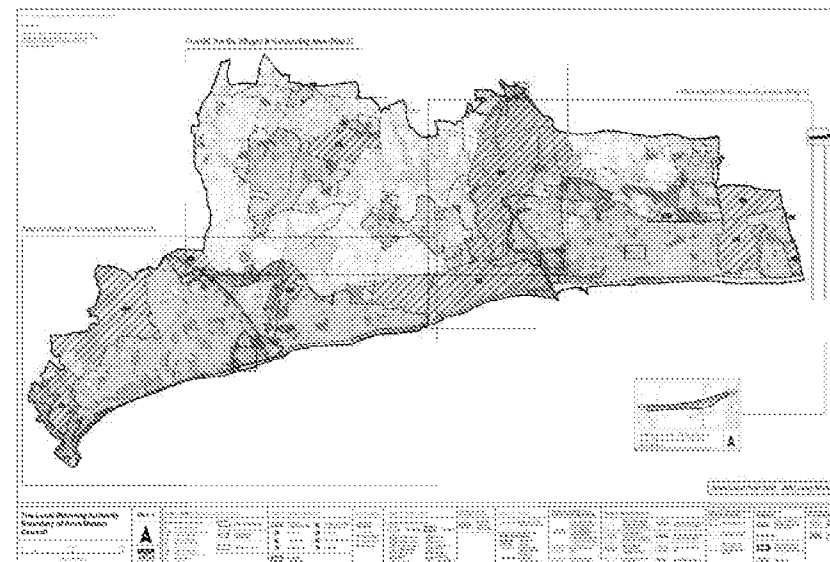
There are multiple land owners within the allocation site and the diagram opposite broadly illustrates the various ownerships and promoters.

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, 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, refer to Chapter 2 of this document.



1.3 The 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 and off set via section 106 obligations and conditions.

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.

1. Background

1.4 This Application

The application for BEW Parcel SCI follows the endorsement of the Framework Masterplan for the allocation by Arun District Council in November 2020. This Design and Access Statement (DAS) supports the planning application. It sets out a vision and masterplan for the development coming forward on the application site in compliance with the endorsed Framework Masterplan.

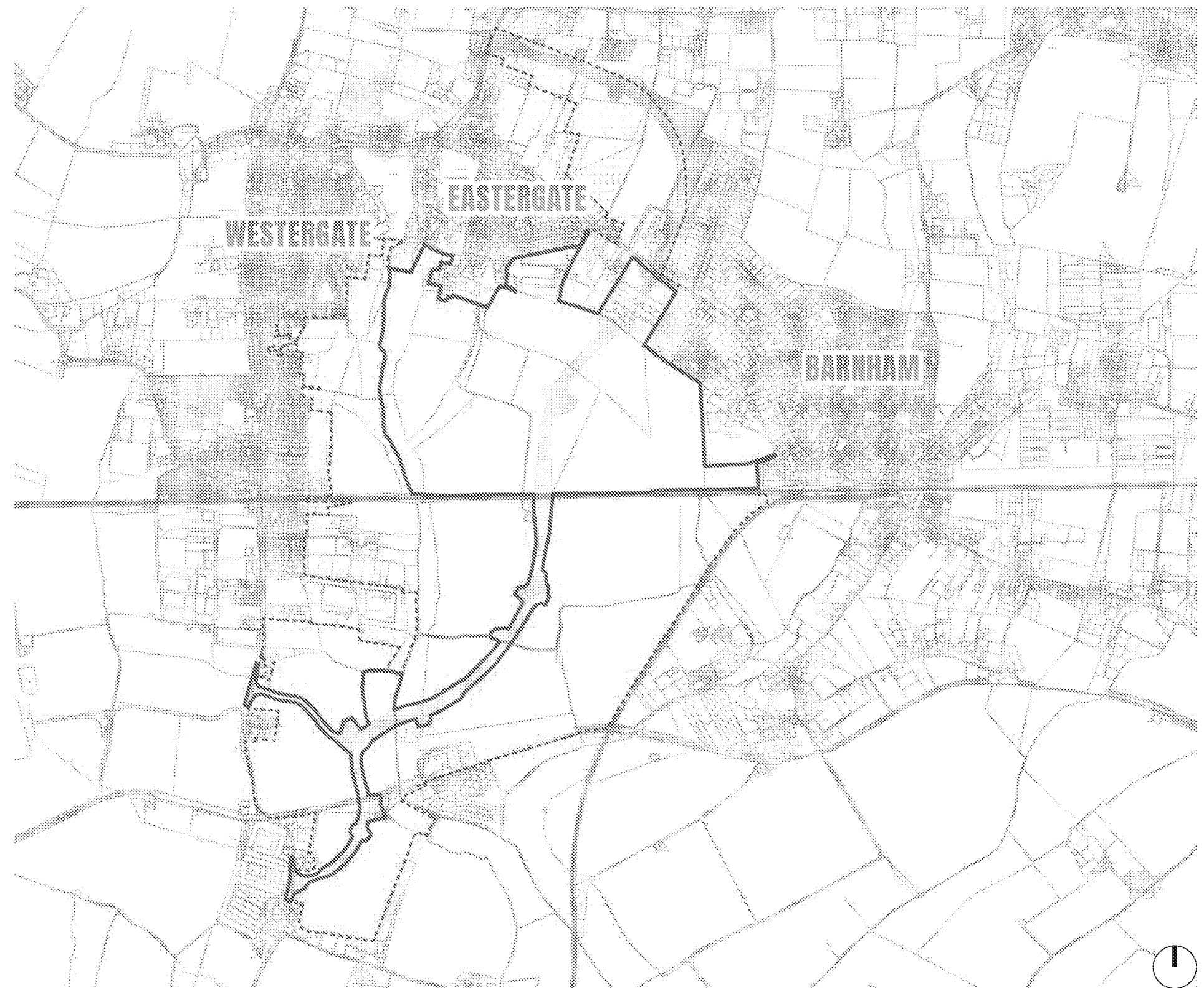
WHAT ARE WE APPLYING FOR?

Outline planning permission (with all matters reserved except for the A29 realignment) for the demolition of existing structures and mixed use development to provide residential dwellings (Use Class C3), care home/senior living accommodation (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 the construction of a new road carriageway, junctions and associated infrastructure on site and off set via section 106 obligations and conditions.

Please refer to the Planning Statement submitted as part of the Outline Planning Application for an up-to-date description of what is being sought by the planning application.

THE APPLICATION BOUNDARY

The application site forms part of the land within the SD5 allocation. It is located between the north of the West Coastway railway line and south of Barnham Road and includes the route of the A29 realignment south of the railway. The Outline Planning Application (OPA) site area extends to 92.65ha / 228.94 ac. The application site is bordered by Barnham (to the east), Eastergate (to the north), Westergate (to the west) and the West Coastway railway line (to the south).

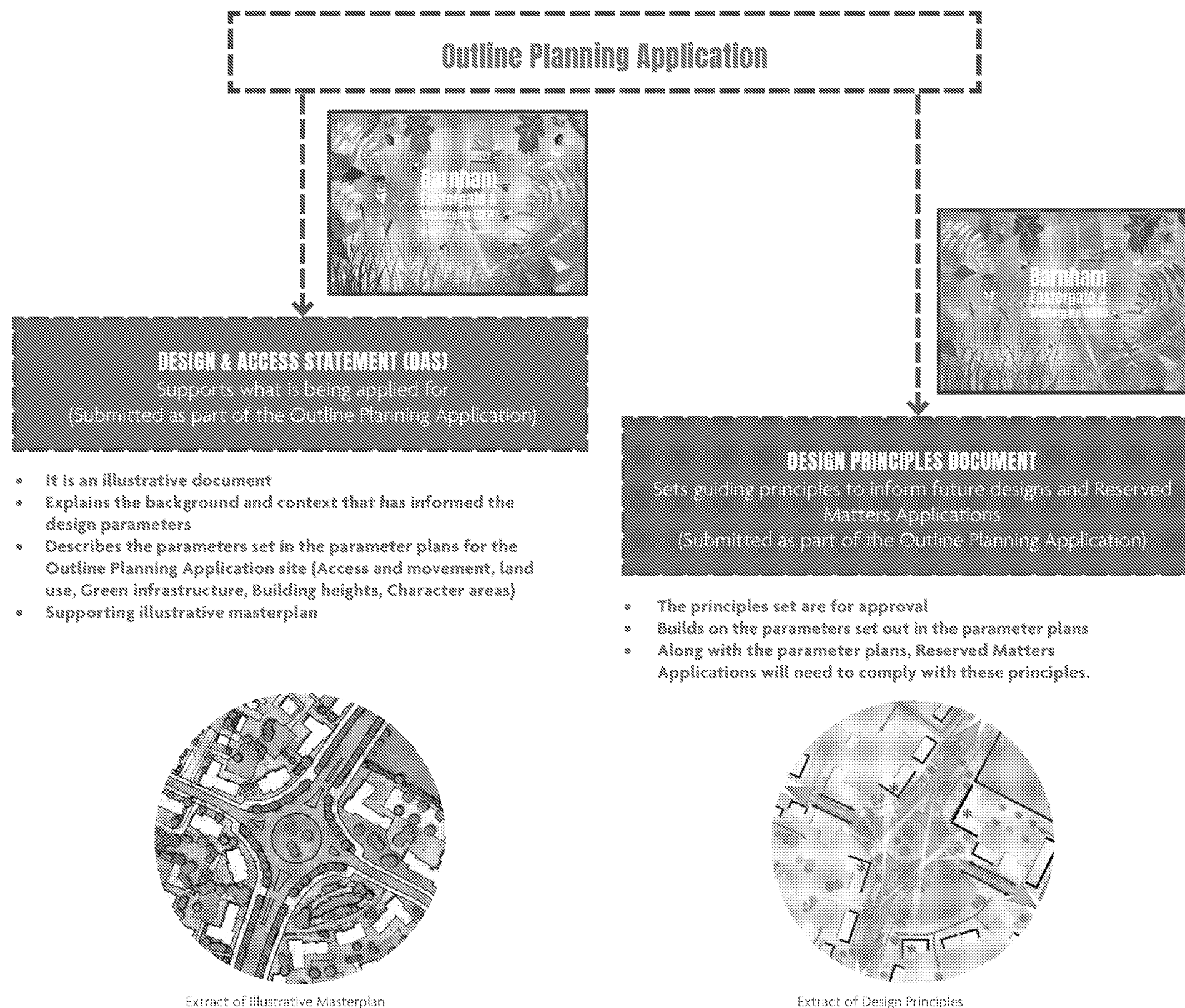


Planning Application Site Boundary

KEY

- Planning Application Boundary
- Site Allocation SD5
- A29 Strategic Road Corridor
(refer to detailed highways drawings)
- Approved WSCC A29 Scheme Reference
(WSCC/052/20)

1.4 This Application



DAS

This DAS is one of a suite of documents submitted with the application. A Drawing Schedule is included within the covering letter for the planning application submission, with a list of reports and drawings included in this application. Please refer to Appendix 1: This Application for a full list of documents submitted as part of this application. These documents should be referred to for further detail. In addition, a Planning Statement and Environmental Statement are submitted as part of this Outline Planning Application and provide further detailed information regarding the planning context and technical details.

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 summarise 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.**

Full scaled drawings of the parameter plans will form part of the planning application submission.

Other key submission documents / drawings:

- **Detailed A29 highways drawings;**
- **Design principles document;**
- **Planning Statement;**
- **Environmental Statement; 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 this DAS is an illustrative document, the principles set out in the 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.