





CHAPTER TWO

Endorsed Framework Masterplan

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



Artist's impression of Lidsey Rife Linear Park

2. Endorsed Framework Masterplan

2.1 The Framework Masterplan

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

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

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



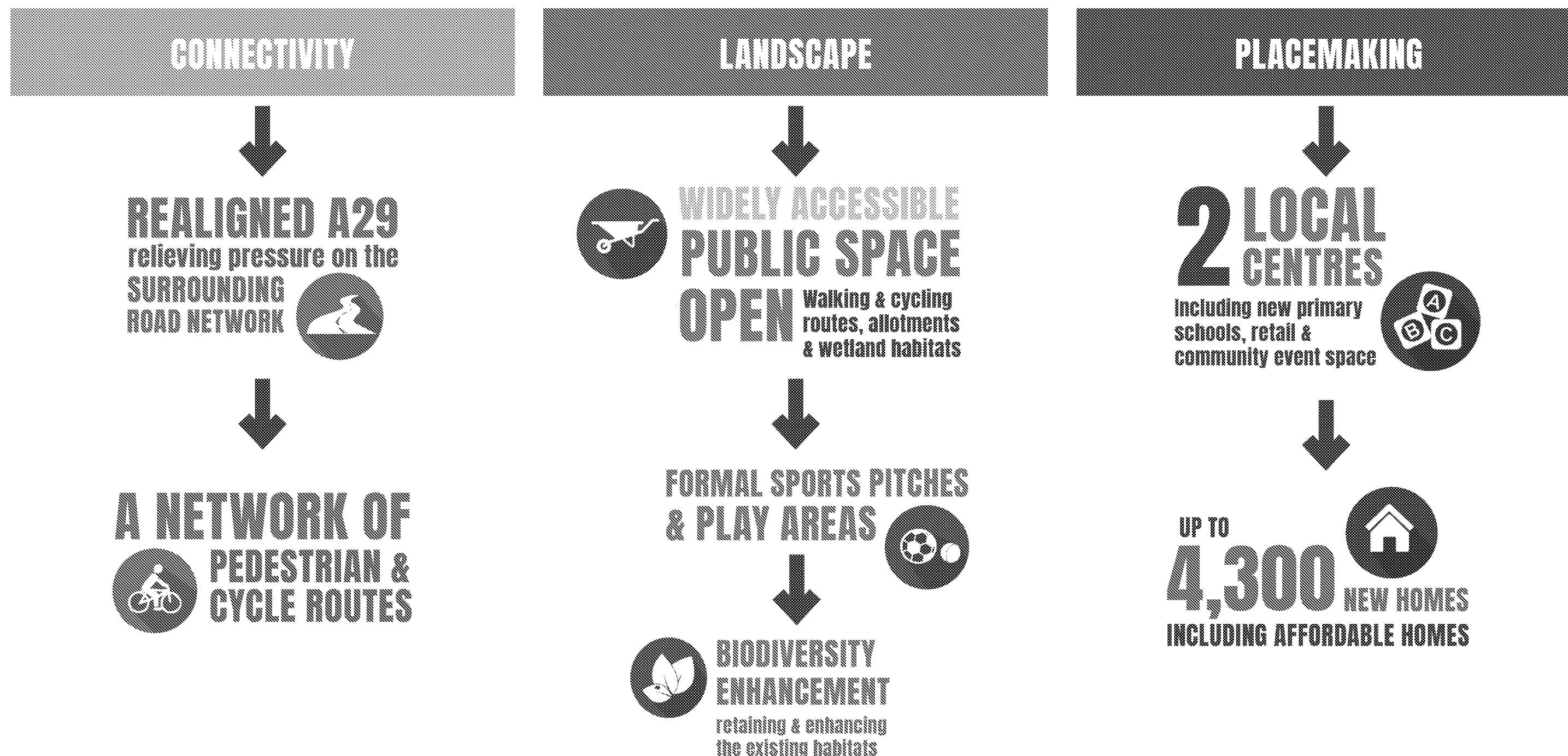
Extract of the Framework Masterplan

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

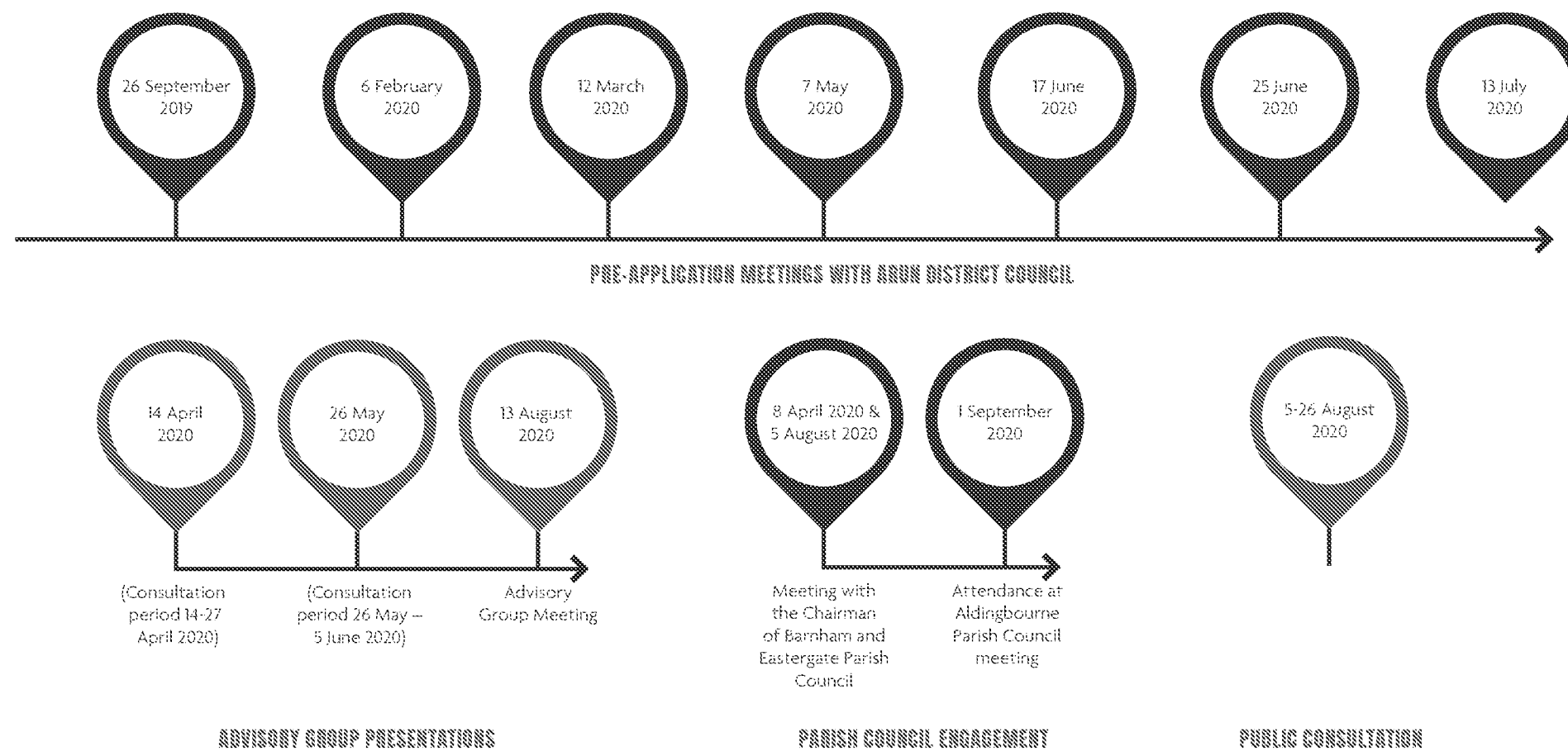
2. Endorsed Framework Masterplan

2.2 Framework Masterplan Themes

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



2.3 Framework Masterplan Consultation



FRAMEWORK MASTERPLAN CONSULTATION

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

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

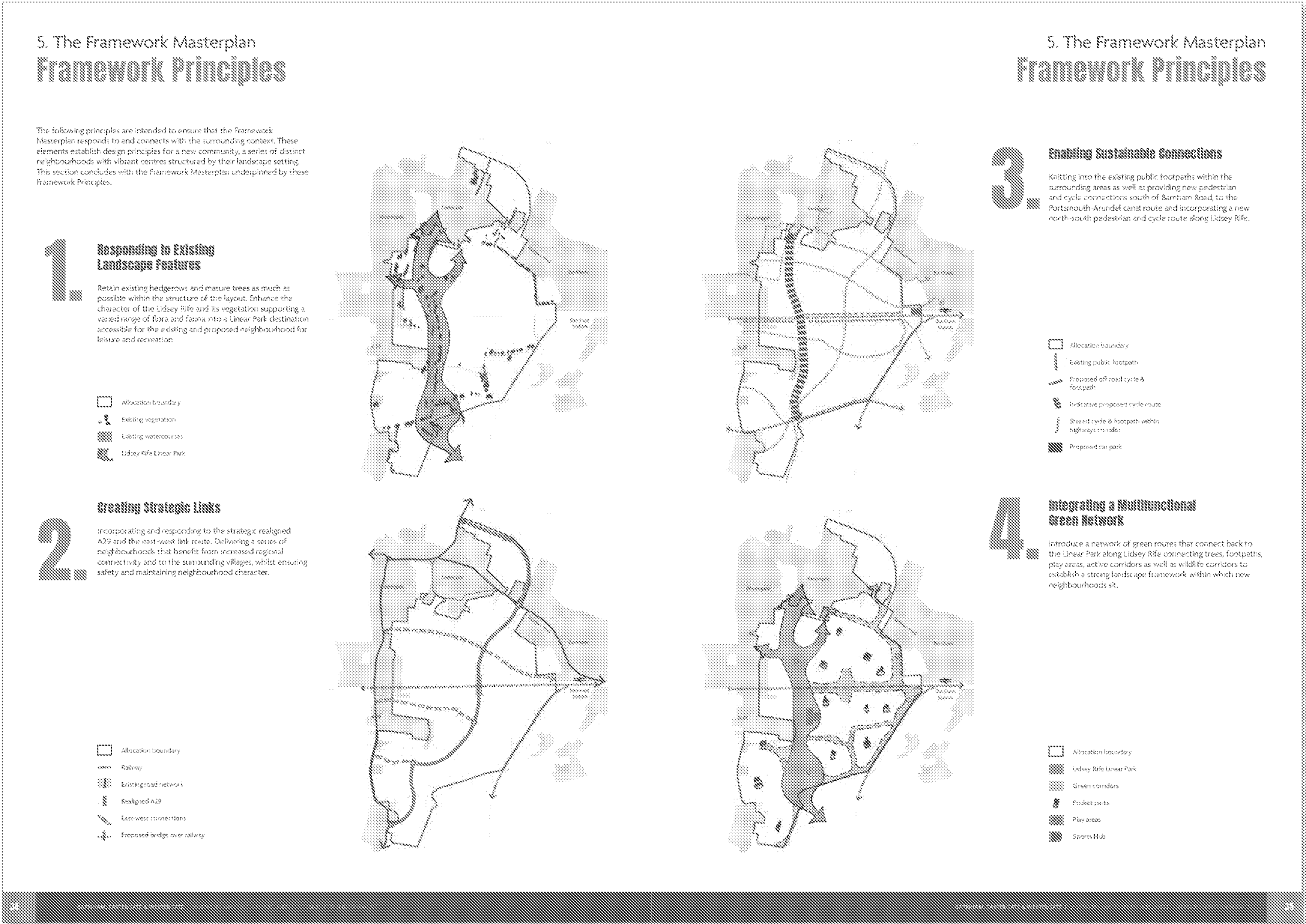
For detail on the outcomes of the consultation undertaken for the Outline Planning Application, please refer to Appendix 2: Evolution of the Masterplan.

2. Endorsed Framework Masterplan

2.4 Framework Masterplan Principles

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

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



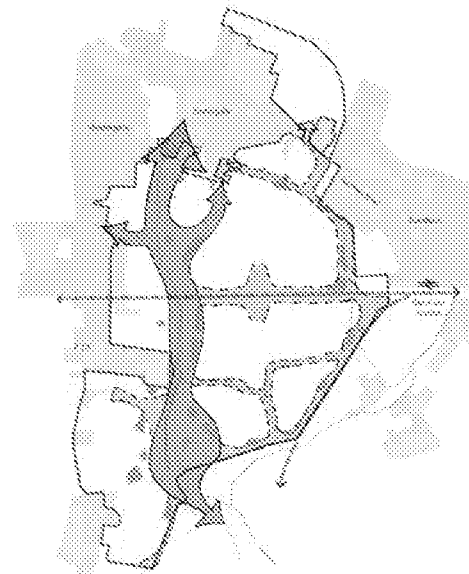
2.4 Framework Masterplan Principles

5. The Framework Masterplan Framework Principles

5. Integrating Existing & Establishing New Blue Infrastructure

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

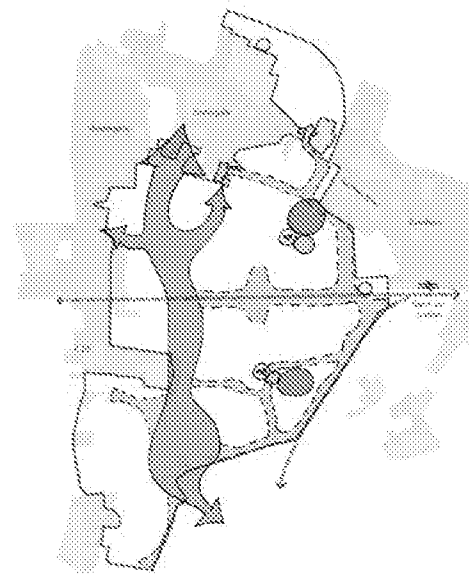
-  Allocation boundary
-  Existing watercourses
-  Lidsey Rife Linear Park
-  Green corridors
-  Proposed attenuation ponds



6. Creating Vibrant Community Hubs

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

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



1. RESPONDING TO EXISTING LANDSCAPE FEATURES

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

2. CREATING STRATEGIC LINKS

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

3. ENABLING SUSTAINABLE CONNECTIONS

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

4. INTEGRATING A MULTIFUNCTIONAL GREEN NETWORK

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

5. INTEGRATING EXISTING & ESTABLISHING NEW BLUE INFRASTRUCTURE

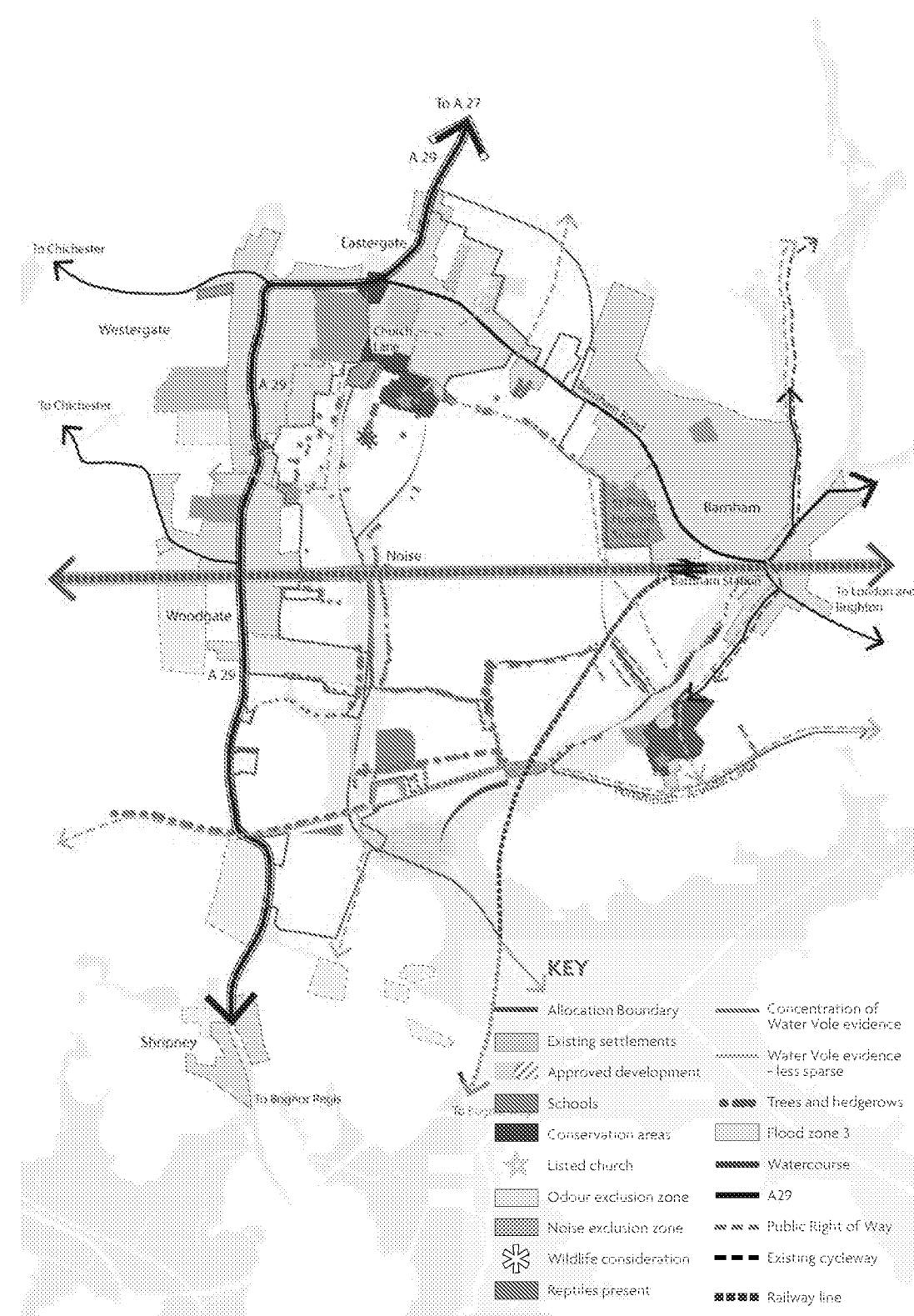
Retain and integrate the existing watercourses into the landscape framework and introduce sustainable drainage measures such as attenuation ponds and swales.

6. CREATING VIBRANT COMMUNITY HUBS

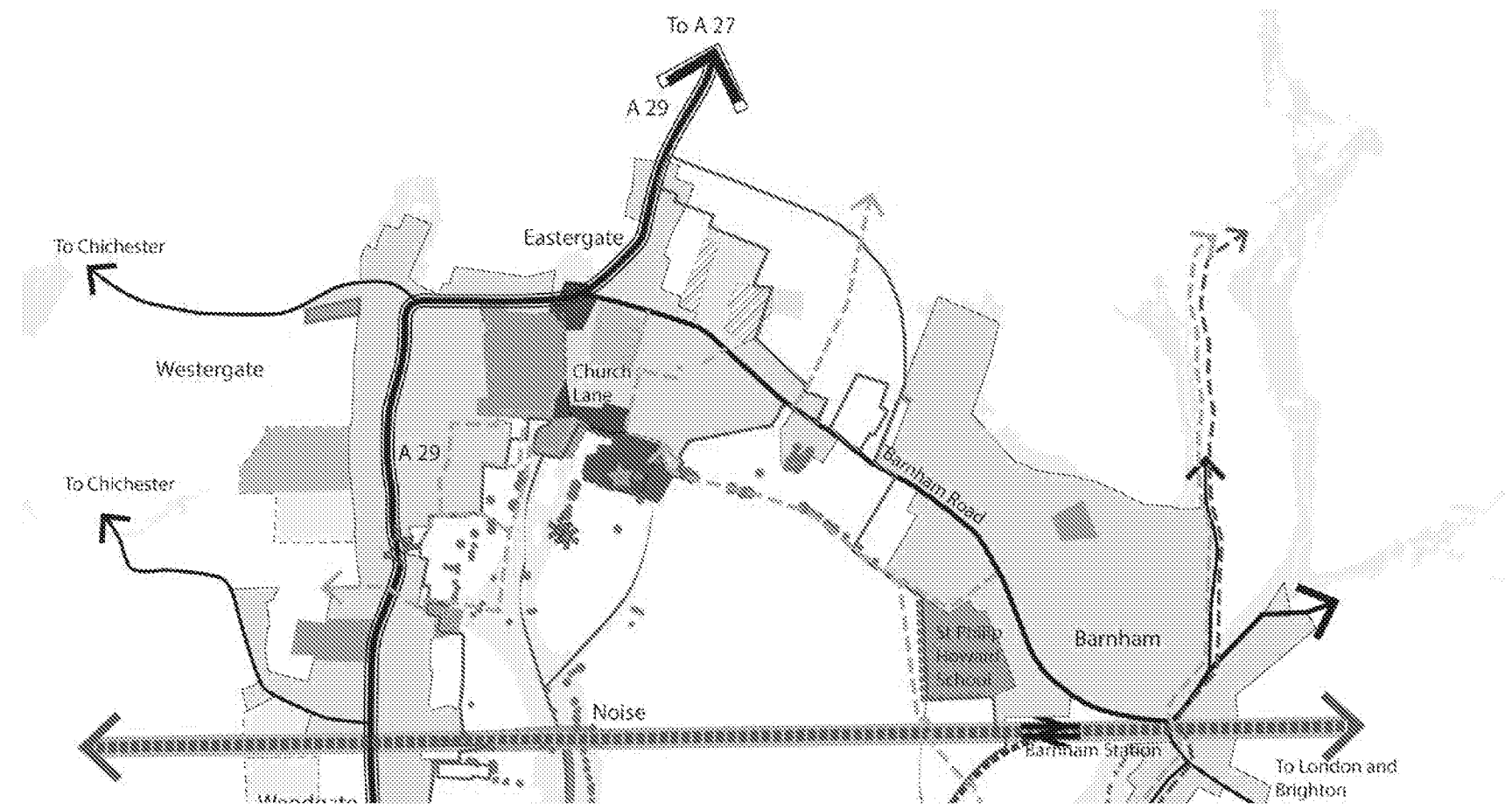
Establish a mix of uses, including schools and local facilities forming community hubs – one to the north of the railway and one to the south – which will have complementary uses and be accessible to existing and new communities, each with a distinct character and identity.

2. Endorsed Framework Masterplan

2.5 Summary of Wider Constraints



Extract of Wider Constraints Plan from the Framework Masterplan Document



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

Conservation Areas & Listed Buildings

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

West Coastway Railway Line

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

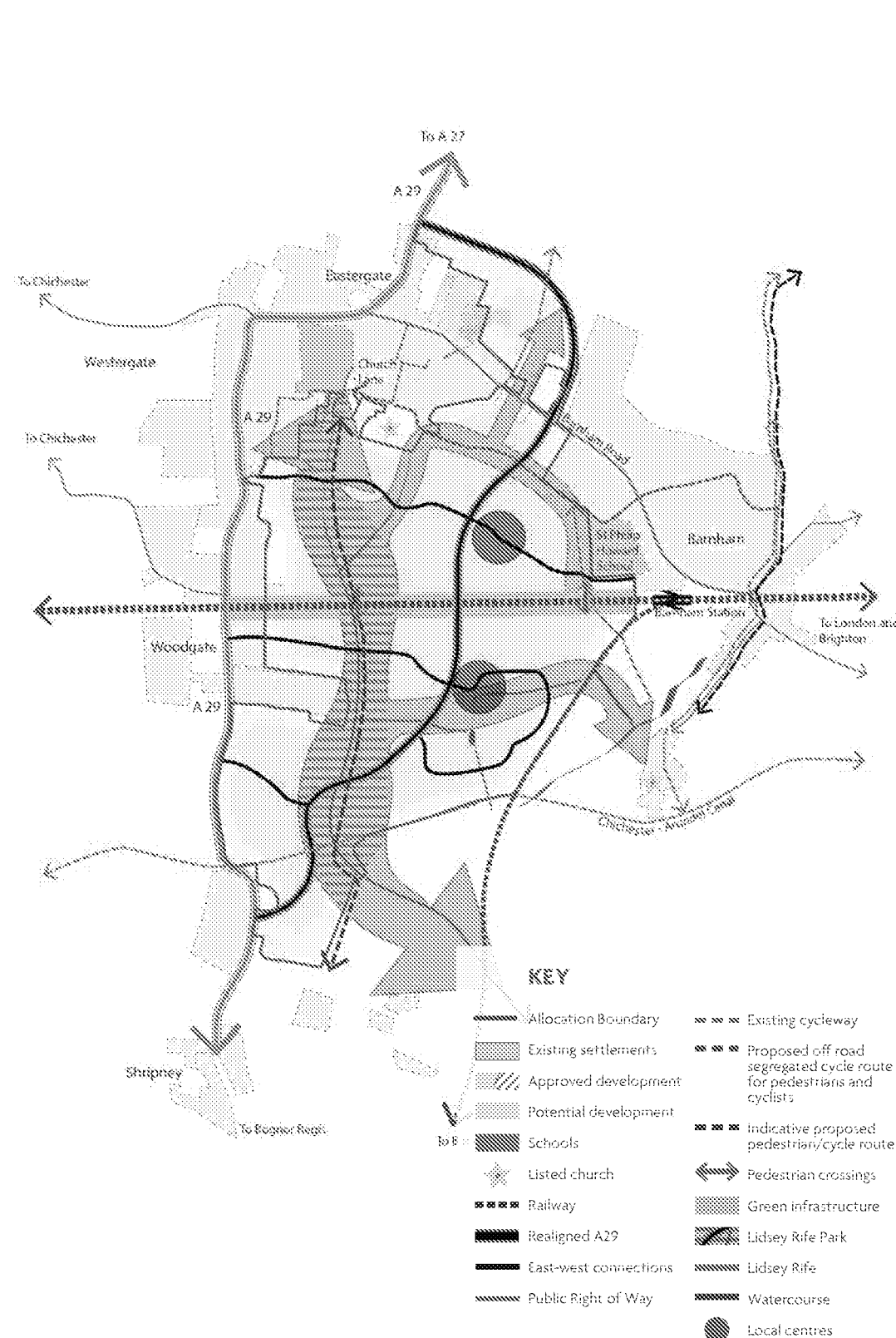
Waste Water Treatment Works & Lidsey Oil Field

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

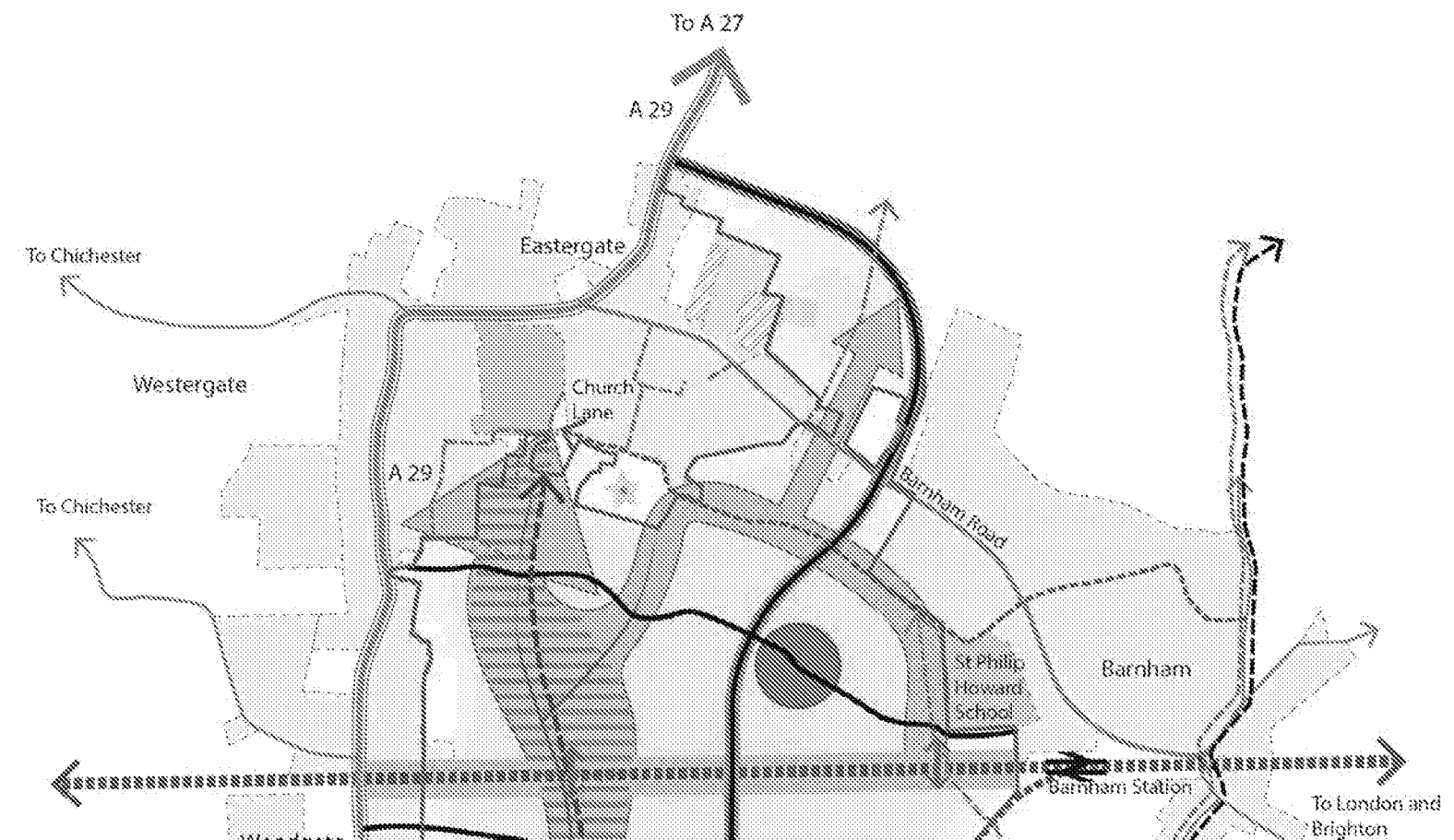
Flood Zones & Watercourses

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

2.6 Summary of Wider Opportunities



Extract of Wider Opportunities Plan from the Framework Masterplan Document



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

The Lidsey Rife linear park

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

Mature Trees & Hedgerows

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

Enhanced Connections

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

Public Rights of Way

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

A Sustainable Neighbourhood

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

2. Endorsed Framework Masterplan

2.7 Connectivity Principles

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

Realigned A29

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

East-West Link Road and Secondary Roads

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

PEDESTRIAN & CYCLE CONNECTIONS

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

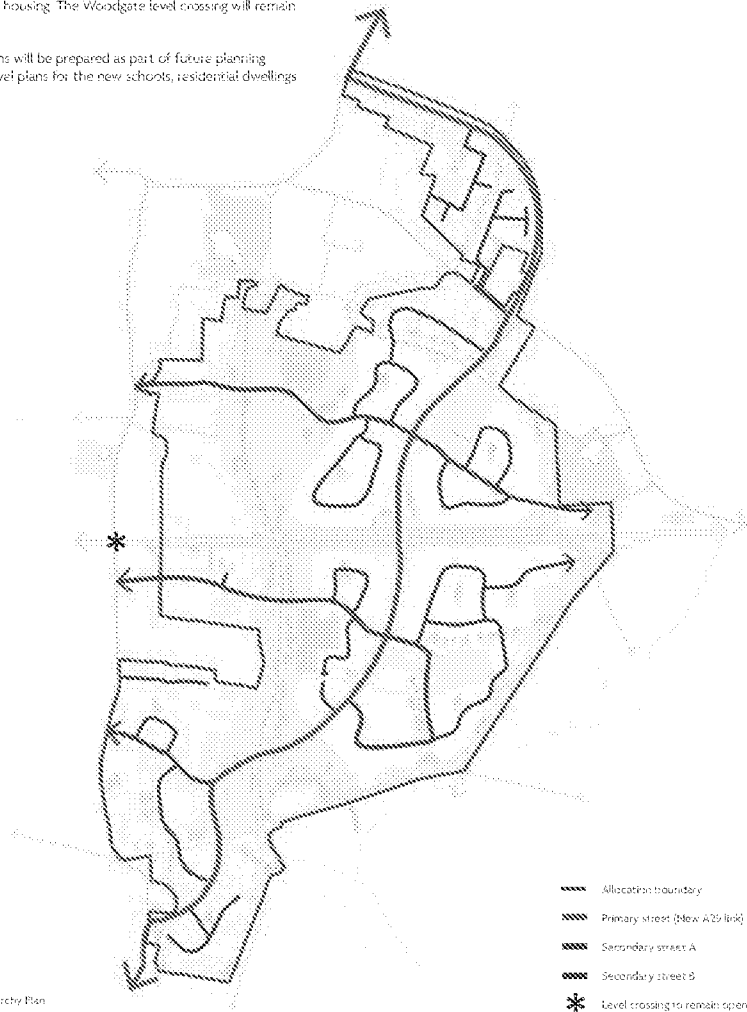
The adjacent extracts are taken from the connectivity section of the Framework Masterplan Document. Please refer to the document for further detail on the connectivity strategy for the full site allocation.

6. Responding to the Framework Objectives Connectivity

Street Hierarchy

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

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



Illustrative Street Hierarchy Plan

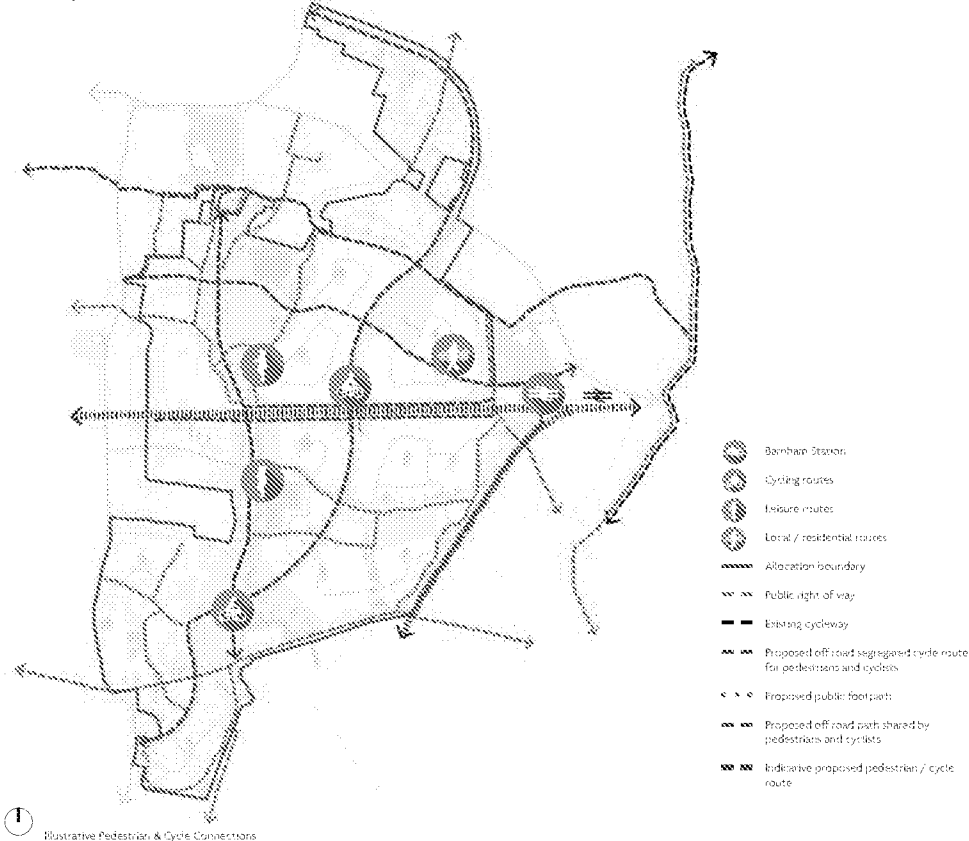
6. Responding to the Framework Objectives Connectivity

Pedestrian & Cycle Connections

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

This network will connect the development to the surrounding area, including linkages to south of Barnham Road and a new cycle route along the Lidsay life as part of the 'South Downs to Coast' strategic route. A green link will be provided to connect Barnham Station and St Philip Howard Catholic School to Church Lane in Eastergate. There are several public rights of way running across the site and these will be integrated into the proposed development. Opportunities to deliver a potential pedestrian and cycle route along the canal route within the site allocation towards the east will be explored. Consideration will be given to exploring opportunities for provision of a bridleway within the site allocation sustainable transport network.

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



Illustrative Pedestrian & Cycle Connections

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

Quote from public consultation Aug 2020

Extracts of Connectivity Principles from the Framework Masterplan Document

2. Endorsed Framework Masterplan

2.8 Landscape Principles

6. Responding to the Framework Objectives

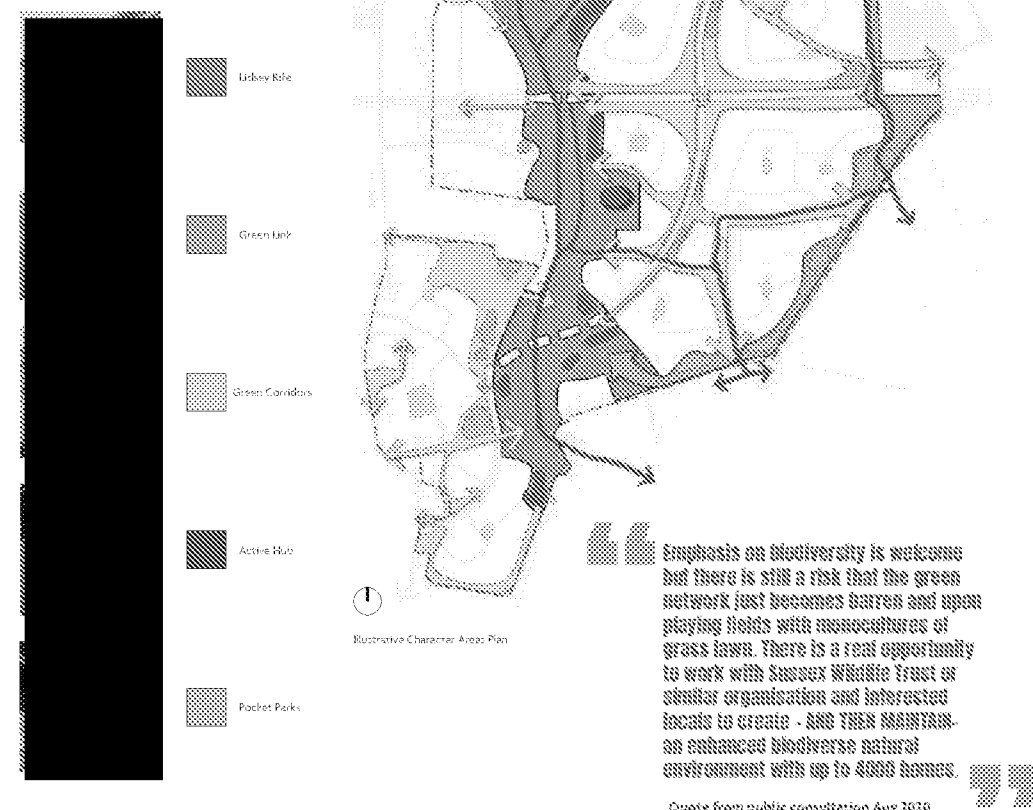
Landscape

Landscape Character Principles

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

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

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



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

1. LIDSEY RIFE LINEAR PARK

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

2. GREEN LINK

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

3. GREEN CORRIDORS

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

4. ACTIVE ROUTES & HUB

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

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

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

2. Endorsed Framework Masterplan

2.9 Placemaking Principles

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

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

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

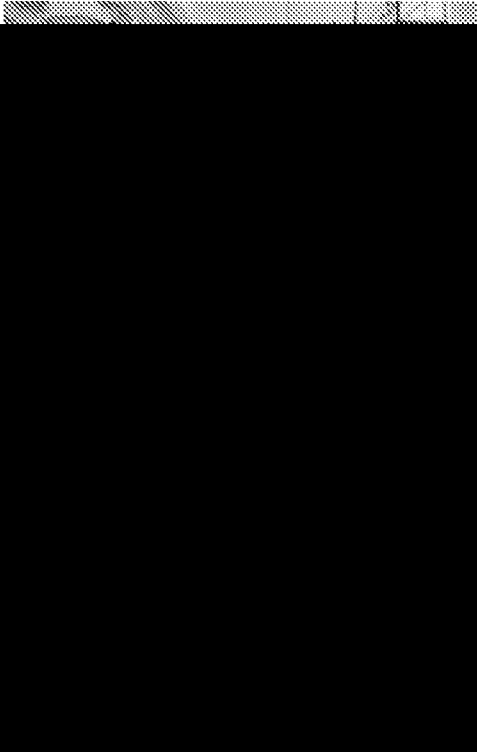
6. Responding to the Framework Objectives Placemaking

Mixed Use Local Centres

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

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

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

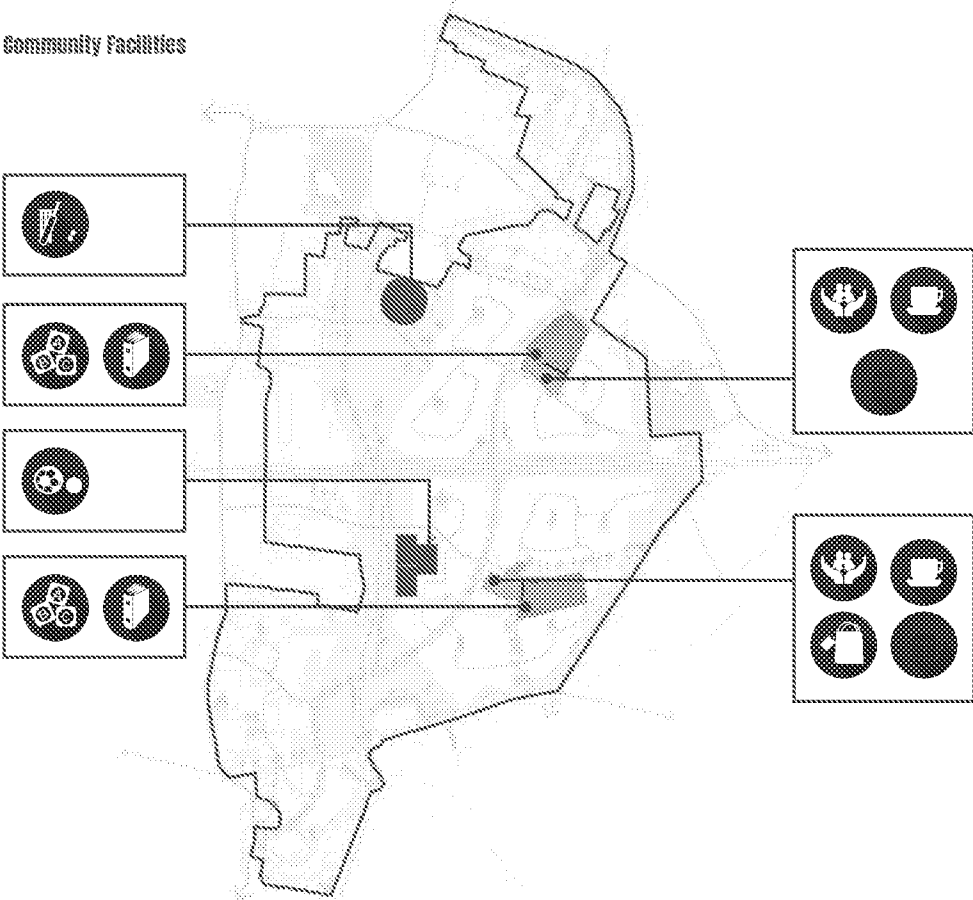


“The plans refers to a ‘distinct new settlement’. Such a settlement requires schools, both primary and secondary, shops, a station, medical centres, pharmacy, etc.”

Quote from public consultation Aug 2020

6. Responding to the Framework Objectives Placemaking

Community Facilities



Illustrative Community Facilities Plan

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

2. Endorsed Framework Masterplan

2.10 Summary

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

CONNECTIVITY

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

LANDSCAPE

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

PLACEMAKING

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