





CHAPTER FIVE

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.

5. Parameter Plans

5.1 Land Use

LAND USE PARAMETER PLAN

The Land Use Parameter Plan sets out the quantum and distribution of uses required to be delivered across the application site, in line with the uses set out in the endorsed Framework Masterplan. The proposals at BEW Parcel SC1 seek to deliver a range of uses, homes, facilities, key strategic infrastructure, and open spaces to form sustainable new neighbourhoods and provide essential improvements to the wider movement network. The adjacent table summarises these uses and the quantum of development to be delivered across the site.

Residential

These areas incorporate the mix of new homes to be delivered within BEW Parcel SC1 and will include a range of typologies and tenures to ensure a diverse community can thrive. The residential areas to the north of the site referred to as the ‘mini masterplan area’, respond to and integrate with the adjacent existing residential areas and deliver approximately 200 homes. The majority of new homes will be delivered in the residential areas to the south of the mini masterplan area, within the new neighbourhoods. The plan includes a potential Care Home/Senior Extra Care Facility close to the eastern boundary of the site.

Neighbourhood Centre

At the centre of the site, located in close proximity to all residential areas, the Neighbourhood Centre will deliver a range of uses to support the everyday needs of the new community. In addition to a mix of uses, including residential, retail and community uses, the Neighbourhood Centre will include formal areas of public realm, including a central Neighbourhood Square.

Education

A new primary school will act as a focal point within the community, positioned adjacent to the Neighbourhood Centre. The location of the school is easily accessible for all new neighbourhoods, and its position within the Neighbourhood Centre will provide activity and footfall at different times of day, drawing activity to the heart of the site.

Barnham railway station Car Park and Drop Off

The Land Use Parameter Plan sets out the location for surface level car parking for use by those using the station of up to 200 spaces with associated drop off facility and pedestrian and cycle connection towards the station.

Quantum of Development			
Use / Component	Description (maximum parameters sought)	Area (Ha)	Area (Ac)
Residential*	1250 homes (including 60 bed Care Home/Senior Extra Care Facility)	36.33	89.78
Mixed Use	1250 sqm Local Centre including: Class F2 (community hall): 250 sqm Class E: 1,000 sqm	1.26	3.11
Primary School	Up to 3 Forms of Entry, including nursery and Special educational needs and disabilities(SEND) provision	3.48	8.60
Potential Expansion Area for St. Philip Howard Catholic School	n/a	0.27	0.66
Potential Expansion Area for Eastergate Primary School	n/a	0.41	1.01
INFRASTRUCTURE			
Existing Railway Line	n/a	0.10	0.24
Road Corridors**	n/a	12.16	30.05
Parking	Barnham railway station Car Park and Drop Off	0.50	1.23
Land Required for Construction of the A29 Corridor	Land between A29 road corridor and OPA boundary	3.99	9.87
OPEN SPACE***		34.11	84.29
OUTLINE PLANNING APPLICATION SITE		92.61	228.84

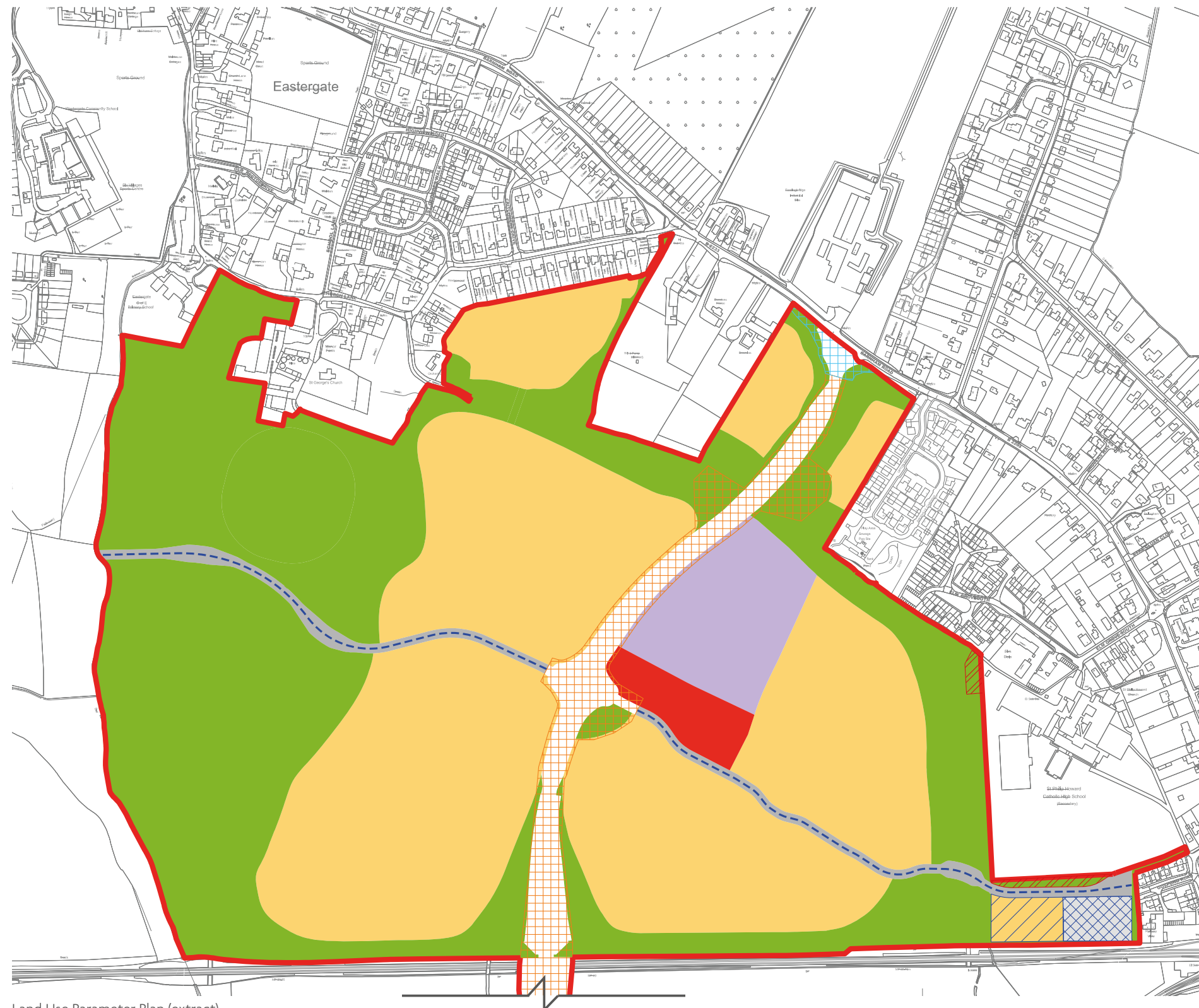
* Area is based on the submitted Land Use Parameter Plan (PP01) and includes secondary roads and 1.13 ha of pocket parks within parcels.

** Including A29 road corridor and embankment, East-West Link Corridor including road crossing points.

*** Including Lidsey Rife Linear Park, Cricket Pitch, informal open space, wildlife habitats, wetland areas, meadow land, wet woodlands, vegetation/planted areas, retained trees, play areas, waterbodies, drainage features, footways/cycleways, parking and occasional vehicular connections. It **excludes** the potential expansion area for Eastergate Primary School and St Philip Howard Catholic School.

5. Parameter Plans

5.1 Land Use



Land Use Parameter Plan (extract)

KEY

— Planning Application Boundary

ROAD INFRASTRUCTURE

— Potential Expansion Area for St. Philip Howard Catholic School

— East-West Link Road

— A29 Strategic Road Corridor
(refer to detailed highways drawings)

— Approved WSCC A29 Scheme (WSCC/052/20)

— Additional Barnham Railway Station Car Park and Drop-Off Facility
(approximately 200 spaces)

LAND USE

— Residential (C3) Including Affordable Housing Provision (including secondary and tertiary roads, play provision, footways/cycleways, incidental open spaces and attenuation ponds/ basins)

— Mixed Use (Including residential (C3), commercial, businesses and services (E); community hall (F2), and location of community square)

— Primary School and Playing Fields (F1)

— Open Space/Infrastructure
(including Lidsey Rife Linear Park, informal open space, wildlife habitats, wetland areas, meadow land, wet woodlands, vegetation/planted areas, retained trees, play areas, waterbodies, drainage features, footpaths/ cycleways, parking and occasional vehicular connections)

— Care Home/Senior Extra Care Facility (C2/C3)

5. Parameter Plans

5.2 Movement & Access

MOVEMENT & ACCESS PARAMETER PLAN

A vital aspect for the delivery of BEW Parcel SC1 is the realigned A29, which runs through the centre of the site. The Movement & Access Parameter Plan sets out the vehicular and non-vehicular movement corridors, demonstrating how these connect to existing routes and infrastructure and the key site access points into and out of the site.

Strategic Infrastructure: Realigned A29

The proposed A29 realignment and bridge over the railway will connect the site to the existing strategic road network and help to alleviate existing congestion. The A29 route will be landscaped, and planting will help to soften its edge. More detailed information will be provided in the Design Principles Document. The A29 will be designed with a 30mph speed limit, with buildings fronting onto the road to facilitate a low-speed environment.

East-West Link Road & Neighbourhood Roads

Connected to the A29 at the centre of the site, the East-West Link Road will form a link, ultimately connecting the site to Westergate road/existing A29 to the west via the Cala land parcel when it comes forward and through a series of secondary roads, distribute movement directly to new neighbourhoods within BEW Parcel SC1. To the east, the East-West link road will connect to the potential Care Home/Senior Extra Care Facility and additional car parking. The East-West Link Road will vary along its length as it passes through open space and the Neighbourhood centre and will include several crossing points to enable north to south permeability.

Non-Vehicular Movement

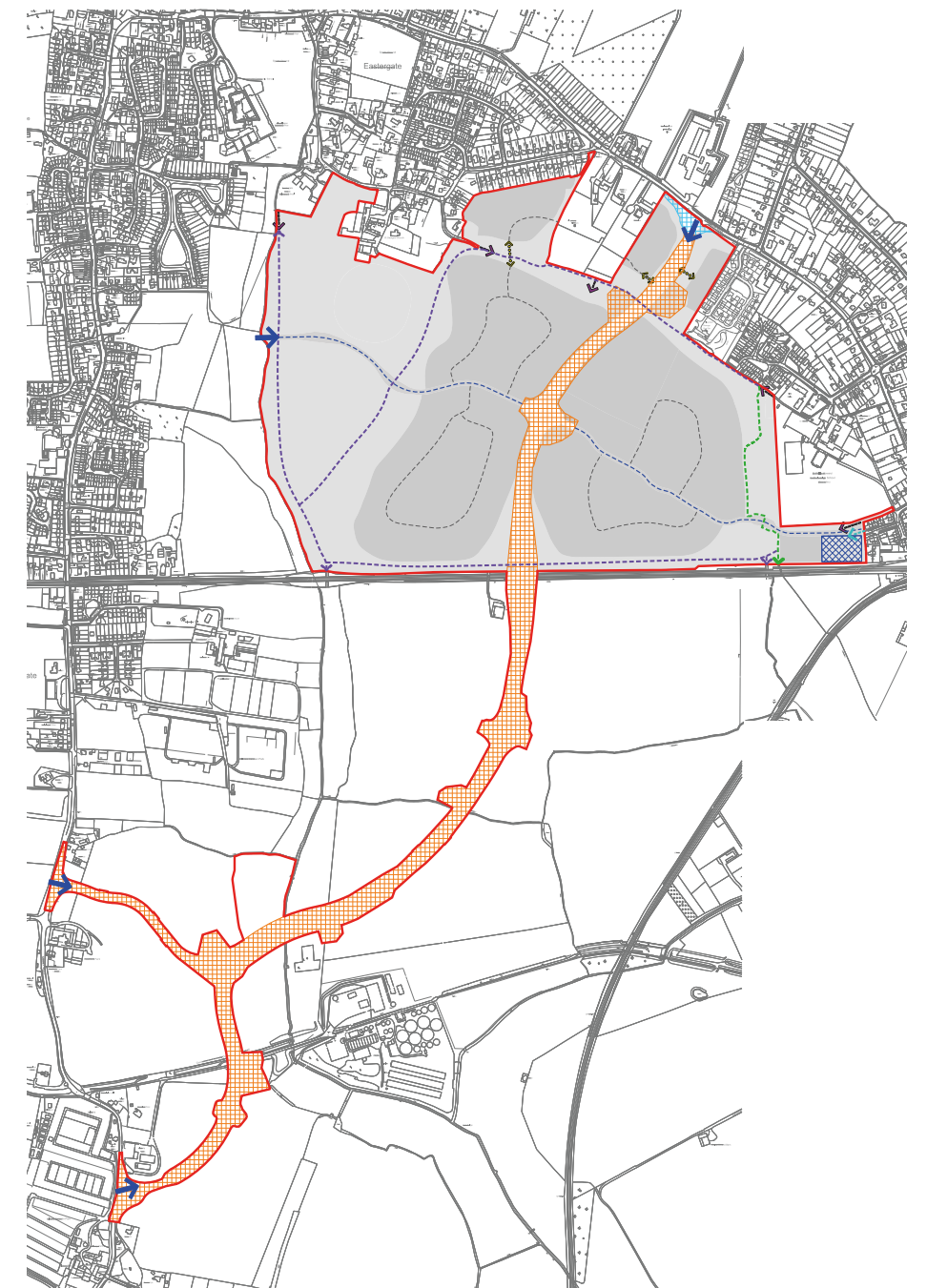
The development will include a number of pedestrian and cycle connections running throughout the site. The routes comprise a combination of on and off-street infrastructure, with segregated pedestrian and cycle paths being provided north to south alongside the realigned A29 and between the existing A29 at Westergate and Barnham Station alongside the East-West Link Road. There will be crossings of the realigned A29 and East-West Link Road at regular intervals.

This network will connect the development to the surrounding area and will include a new cycle route along the Lidsey Rife 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. The existing Public Right of Way (PRoW) will be diverted and integrated into the proposed development.

These routes align with proposed green corridors and Lidsey Rife Linear Park, and they are proposed to provide a range of different routes, from the slower, meandering wellness trails to more direct routes within key transport corridors.

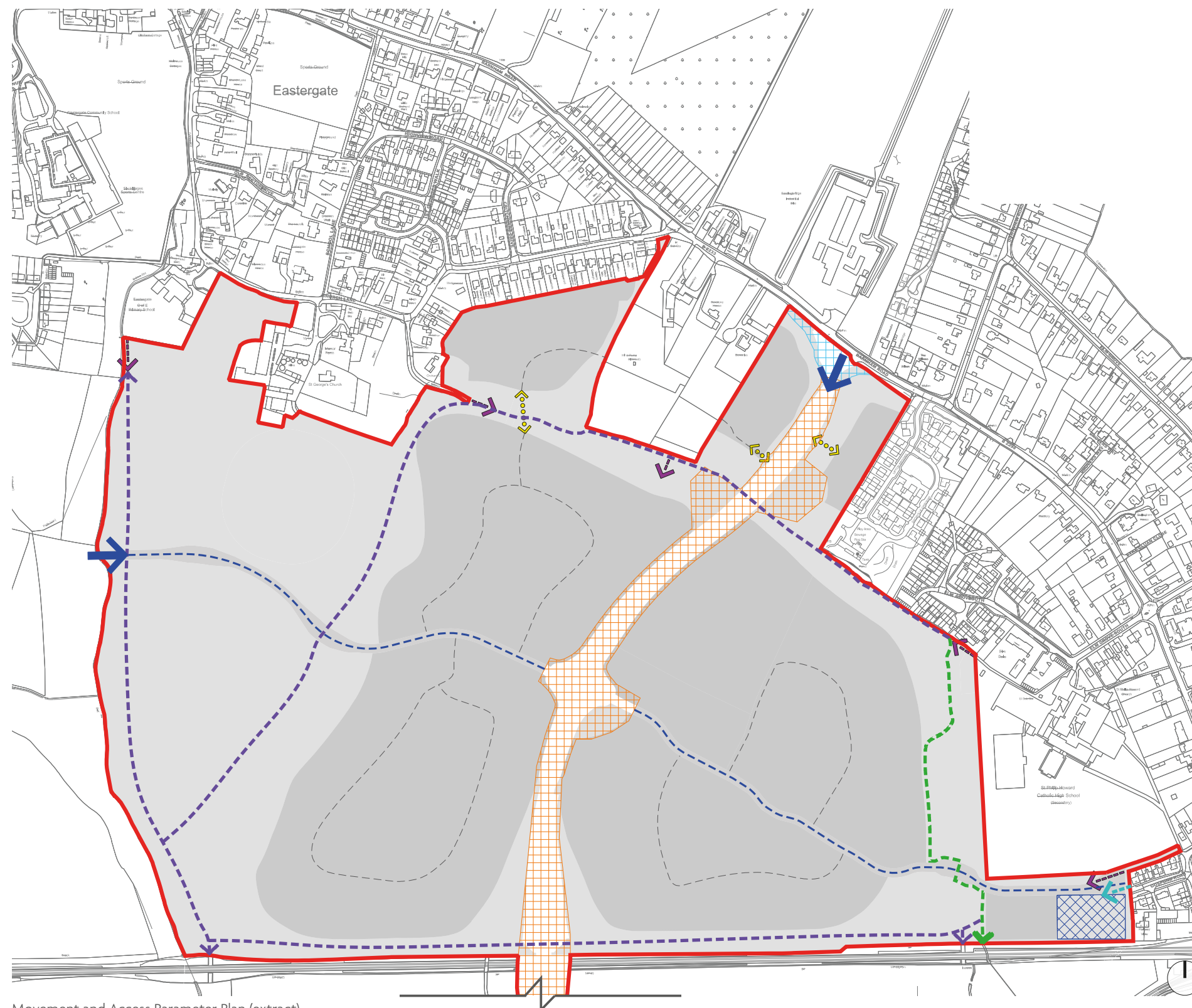
Barnham Railway Station Car Park & Drop-off Facility

To respond to the current limited parking capacity at Barnham railway station, a terminal car park at the end of the East-West Link Road will provide additional parking provision with approximately 200 spaces for visitors to the station, and the development will connect the new neighbourhoods to the station via a new pedestrian and cycle link to Gospond Road.



Movement and Access Parameter Plan

5.2 Movement & Access



Movement and Access Parameter Plan (extract)

KEY

— Planning Application Boundary

ROAD INFRASTRUCTURE

▨ A29 Strategic Road Corridor
(refer to detailed highways drawings)

▨ Approved WSCC A29 Scheme (WSCC/052/20)

--- Secondary Road (indicative parcel access route, exact alignment to be confirmed at detailed design stage)

--- East-West Link Road

➔ Main Vehicular, Pedestrian/Cycle Site Access Points

↔ Indicative Location of Vehicular Connections Across Open Space

▨ Proposed Additional Barnham Railway Station Car Park and Drop-Off Facility
(approximately 200 spaces)

PEDESTRIAN AND CYCLE INFRASTRUCTURE

➔ Proposed Primary Pedestrian and Cycle Connection Points into the Site
(Indicative location, exact alignment to be confirmed at detailed design stage)

➔ Potential Alternative Pedestrian and Cycle Connection Point into the Site.

--- Proposed Pedestrian and Cycle Routes (accommodates a wellbeing trail and includes upgrades to part of an existing Public Right of Way. Indicative only and exact alignment to be confirmed at detailed design stage)

--- Indicative Route of Realigned Public Right of Way