





SECTION A

Site-Wide Principles

A. Site-Wide Principles

Movement

ACTIVE TRAVEL

Walking & Cycling

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

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

Active routes should be:

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

Public Transport

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

- The pedestrian and cycle Barnham Station Link south of St. Philip Howard Catholic School will provide access to Barnham Railway Station and Barnham Road;
- Active network throughout the site should provide permeability for easier access to bus stops along Barnham Road; and
- Bus stops and services are expected to be provided along the realigned A29 to provide further connections to the wider area and will continue to be discussed with Stagecoach during determination.



Artist's impression looking east along the Green Link

A. Site-Wide Principles Movement

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



Active Travel Network

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

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

A. Site-Wide Principles

Movement

STREET HIERARCHY

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

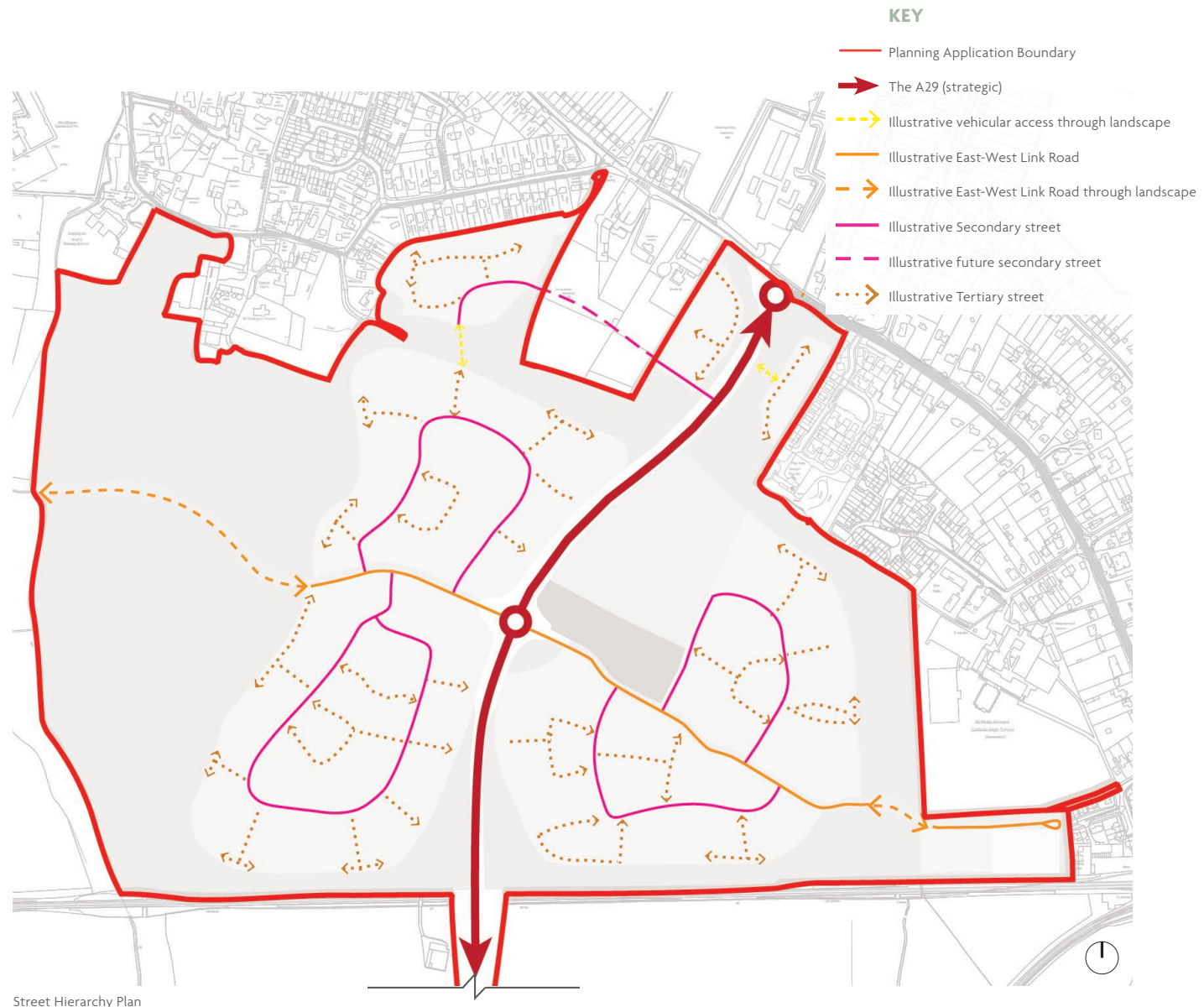
The street network has been developed in accordance with the movement hierarchy as illustrated in Chapter 7 of the DAS. The proposed A29 connects the site with the existing road network, please refer to submitted highways drawings for further detail.

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

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

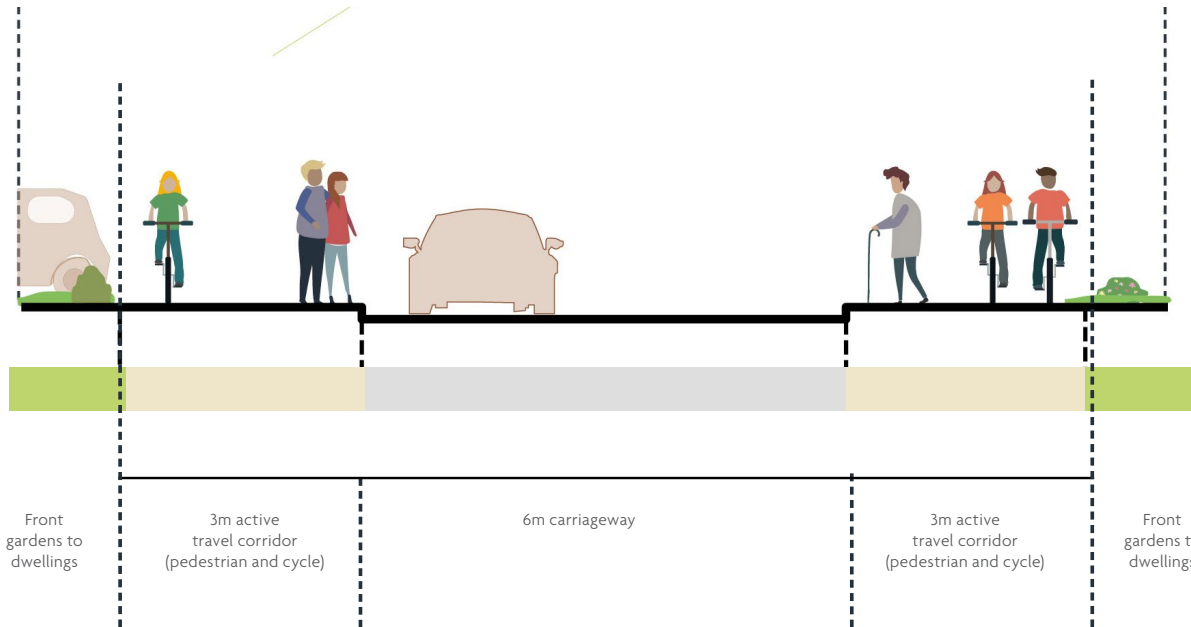
KEY PRINCIPLES

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



A. Site-Wide Principles

Movement



Typical East-West Link Road Section



East-West Link Road Key Plan

East-West Link Road

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

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

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

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

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

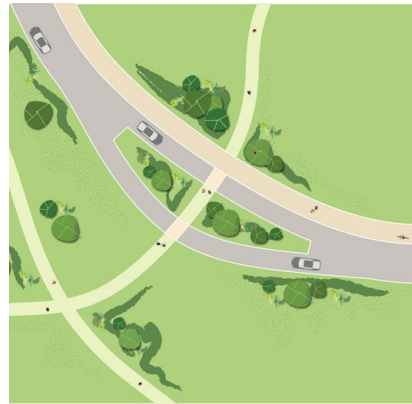
A. Site-Wide Principles

Movement

Scenario 1: Through landscape



Key Plan



Plan 'A'



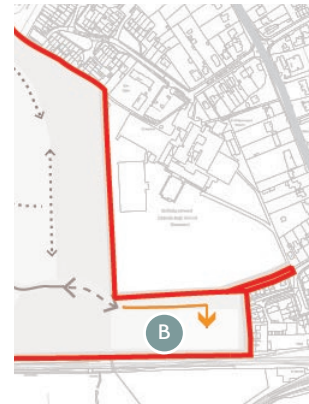
Axonometric 'A'

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

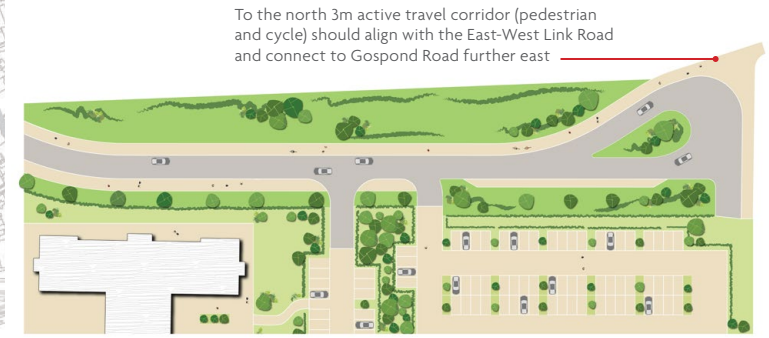
To the north 3m active travel corridor (pedestrian and cycle) should follow the alignment of the East-West Link Road

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

Scenario 2: South of St. Philip Howard Catholic School

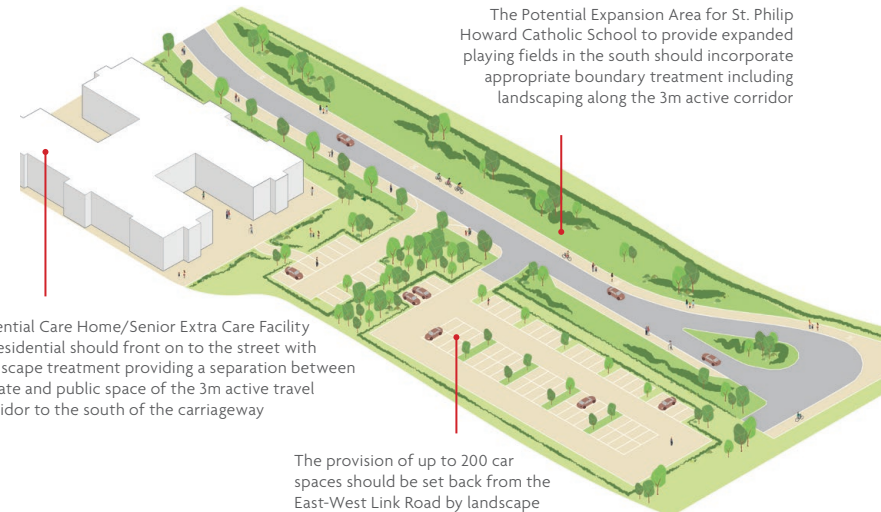


Key Plan



Plan 'B'

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



Axonometric 'B'

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

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

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

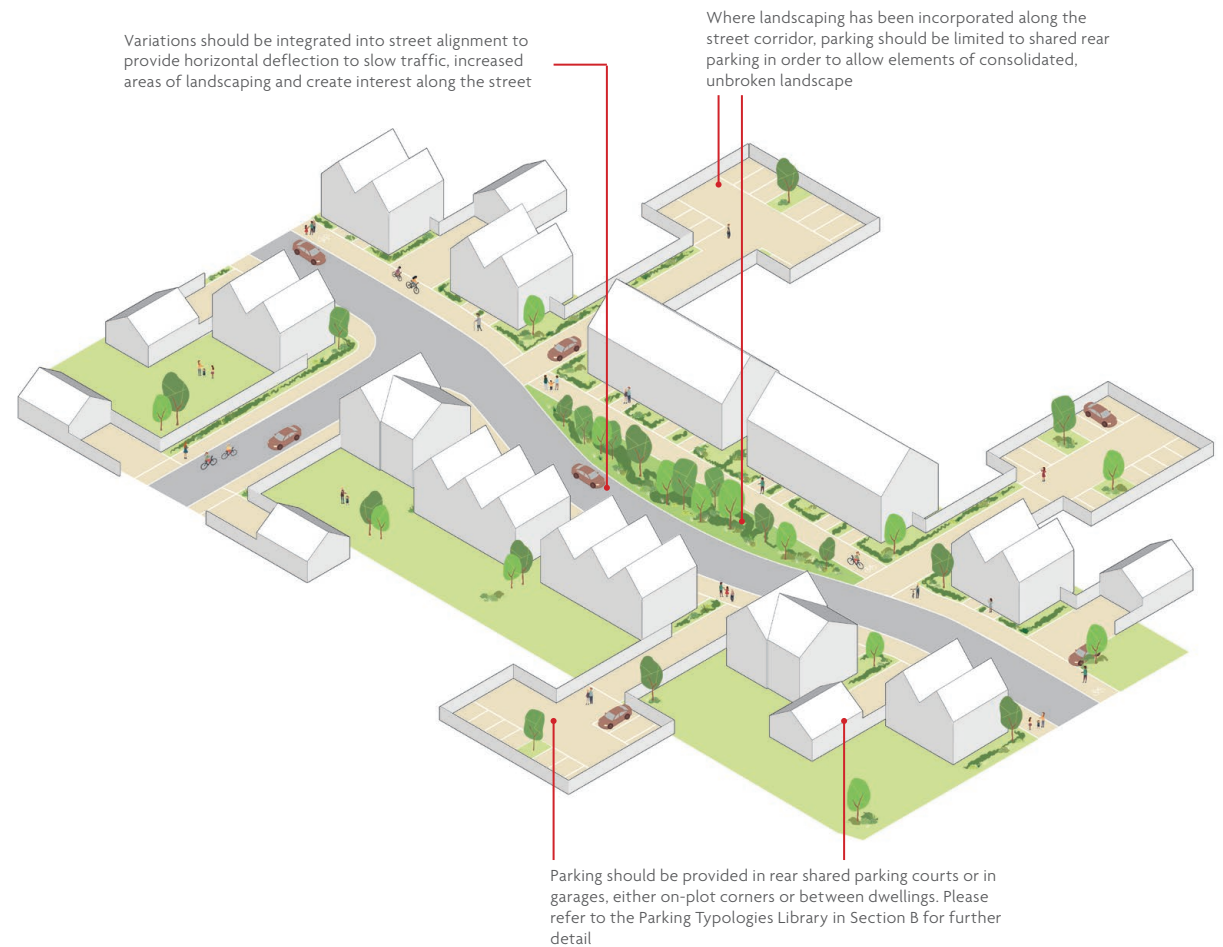
Scenario 3: Through proposed residential development



Key Plan



Plan 'C'



Axonometric 'C'

A. Site-Wide Principles

Movement

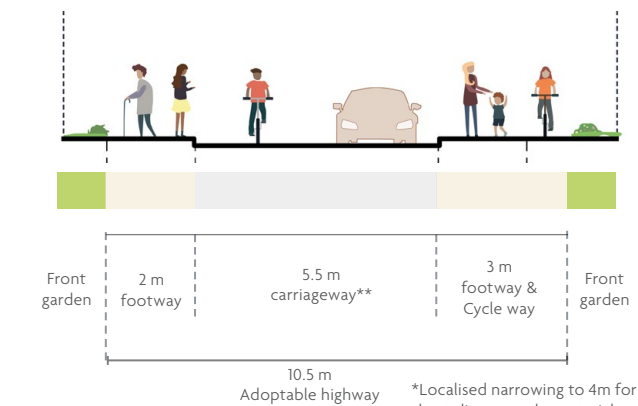
Secondary Streets

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

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

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

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



Typical Secondary Street Section

Scenario 1 : Where development occurs on both sides

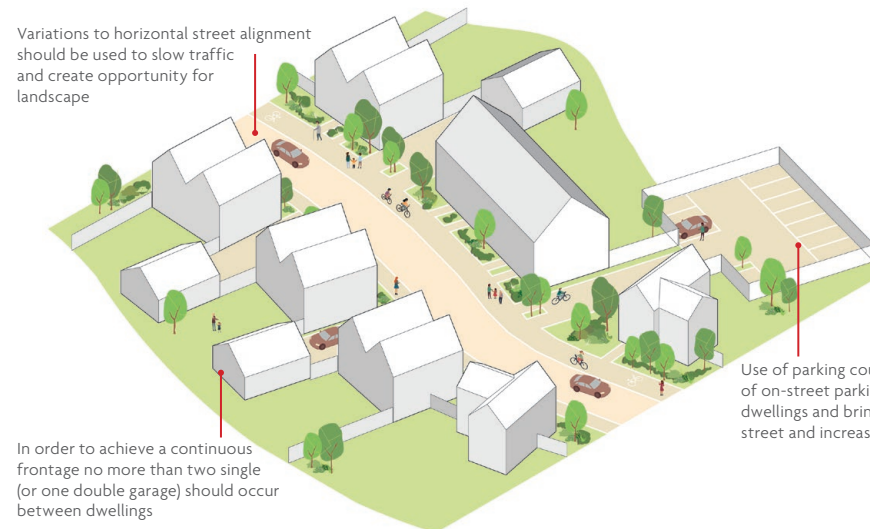


Key Plan



Plan 'D'

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



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

Axonometric 'D'

A. Site-Wide Principles

Movement

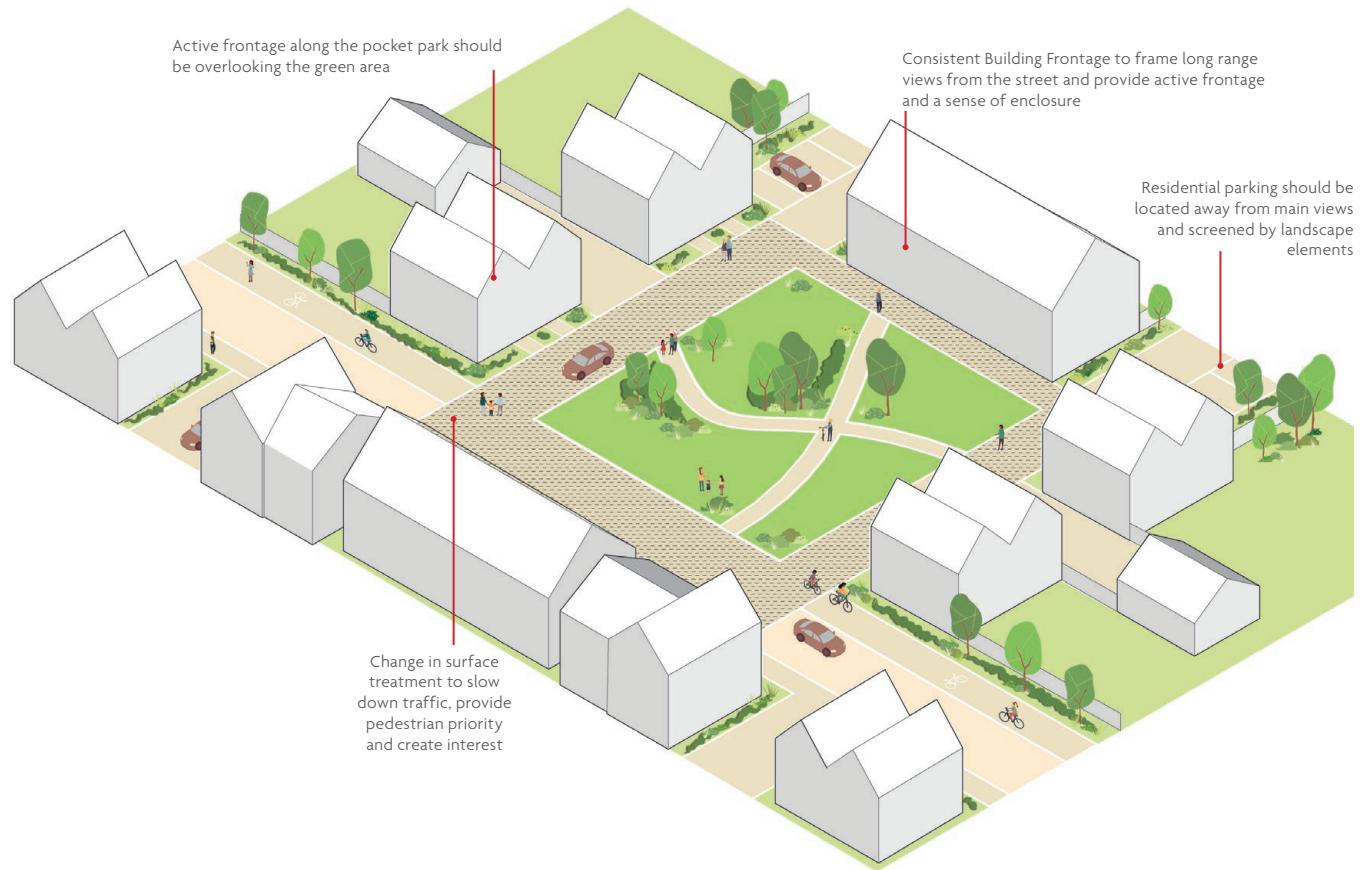
Scenario 2: Where pocket park is located along one side



Key Plan



Plan 'E'



A. Site-Wide Principles

Movement

Tertiary Streets

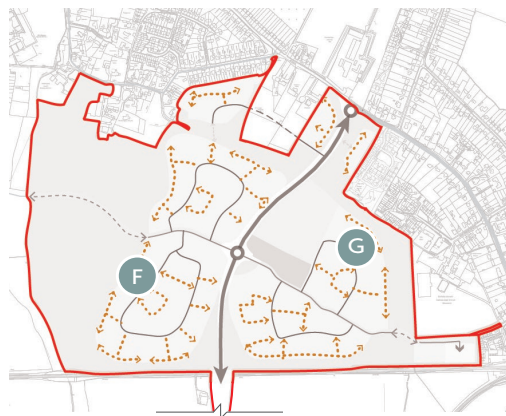
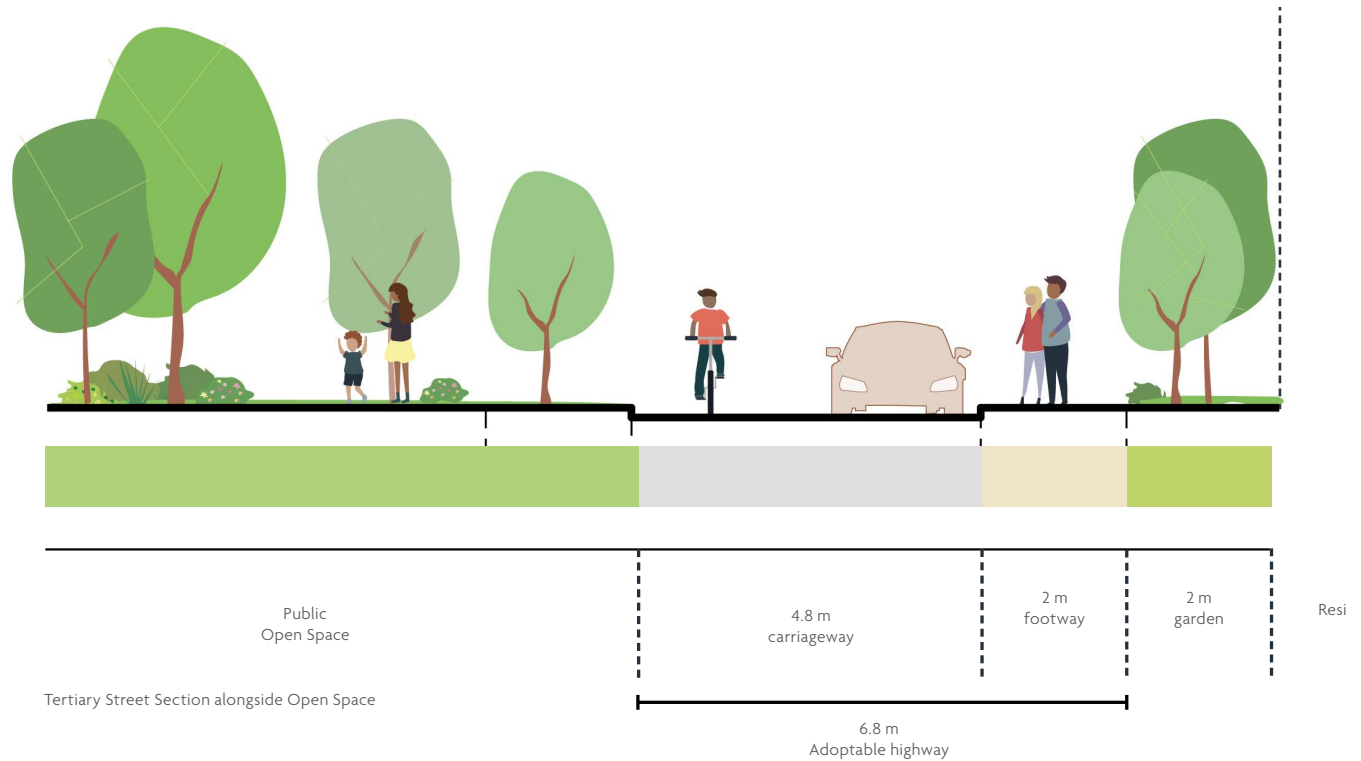
With no through traffic, tertiary streets will connect to secondary streets within parcels and will be used to access small groups or clusters of homes. They can be mews courts or cul-de-sac.

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

- 4.8m carriageway
- 2m footway on one side

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

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



Tertiary Street Key Plan

A. Site-Wide Principles

Movement

Scenario 1 : Along park edge



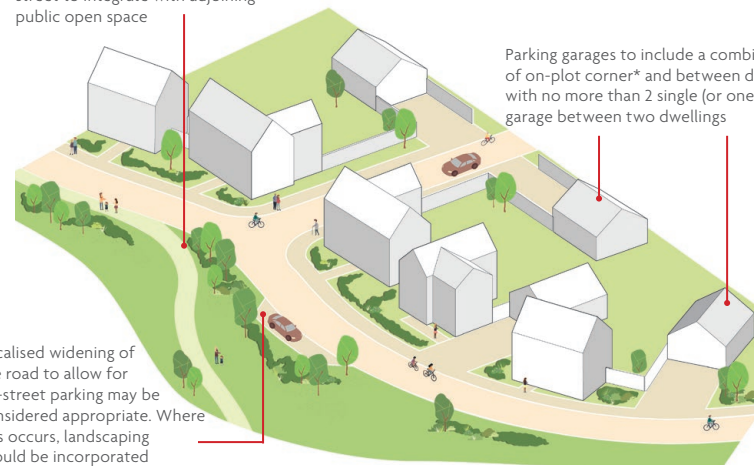
Plan 'F'

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

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

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

Axonometric 'F'



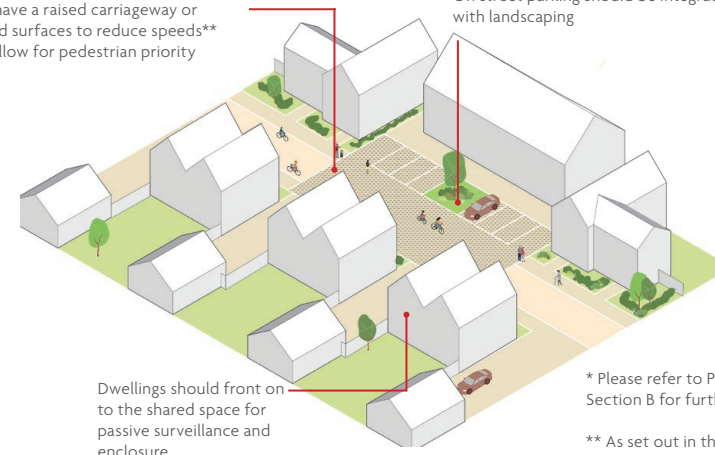
Scenario 2 : Along shared surface space



Plan 'G'

Where appropriate tertiary streets may have a raised carriageway or shared surfaces to reduce speeds** and allow for pedestrian priority

On street parking should be integrated with landscaping



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

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

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

Axonometric 'G'

A. Site-Wide Principles

Key Groupings

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

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

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

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



Key Groupings Location Plan

GLOSSARY OF URBAN FRAMEWORK ELEMENTS USED IN THE FOLLOWING KEY GROUPINGS

BUILDING FRONTAGE



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

MARKER BUILDINGS



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

GATEWAY BUILDINGS



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

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

URBAN HOUSE TYPES

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

SET PIECE

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

BOOKEND DWELLINGS

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

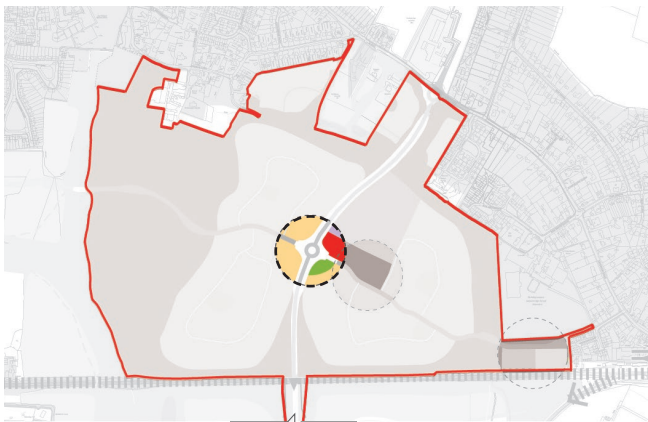
A. Site-Wide Principles

Key Groupings

THE ROUNDABOUT

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

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



The Roundabout Key Grouping Key Plan

DESIGN PRINCIPLES

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

A. Site-Wide Principles Key Groupings



The Roundabout Key Grouping

KEY

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

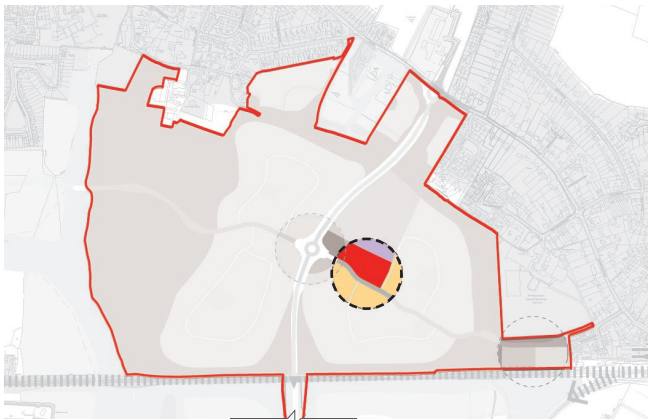


A. Site-Wide Principles

Key Groupings

THE NEIGHBOURHOOD SQUARE

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



The Neighbourhood Square Key Grouping Key Plan

DESIGN PRINCIPLES

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

A. Site-Wide Principles Key Groupings



KEY

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

The Neighbourhood Square Key Grouping



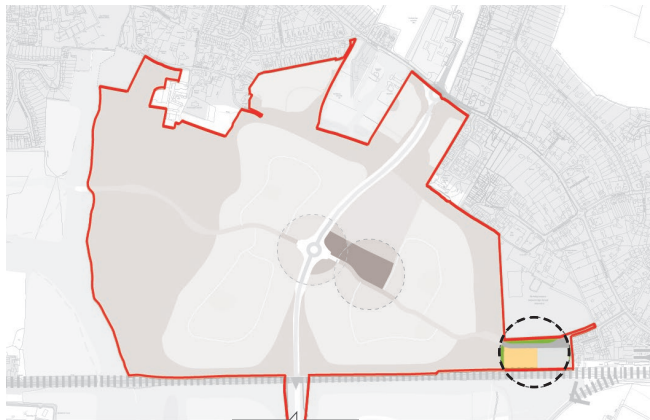
A. Site-Wide Principles

Key Groupings

BARNHAM STATION LINK

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

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

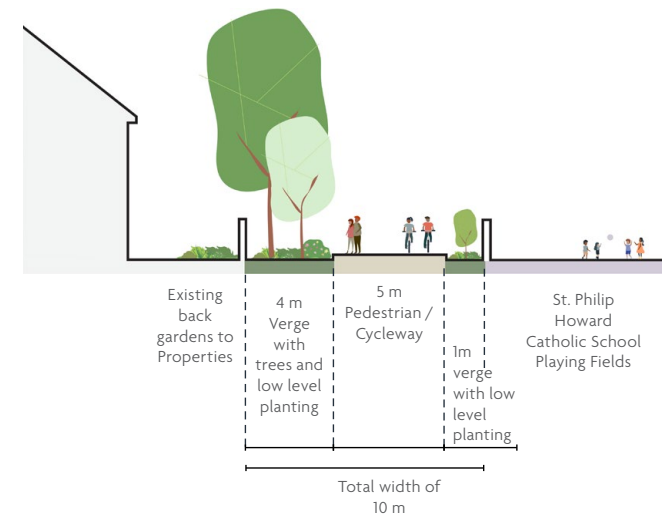


Barnham Station Link Key Grouping Key Plan

DESIGN PRINCIPLES

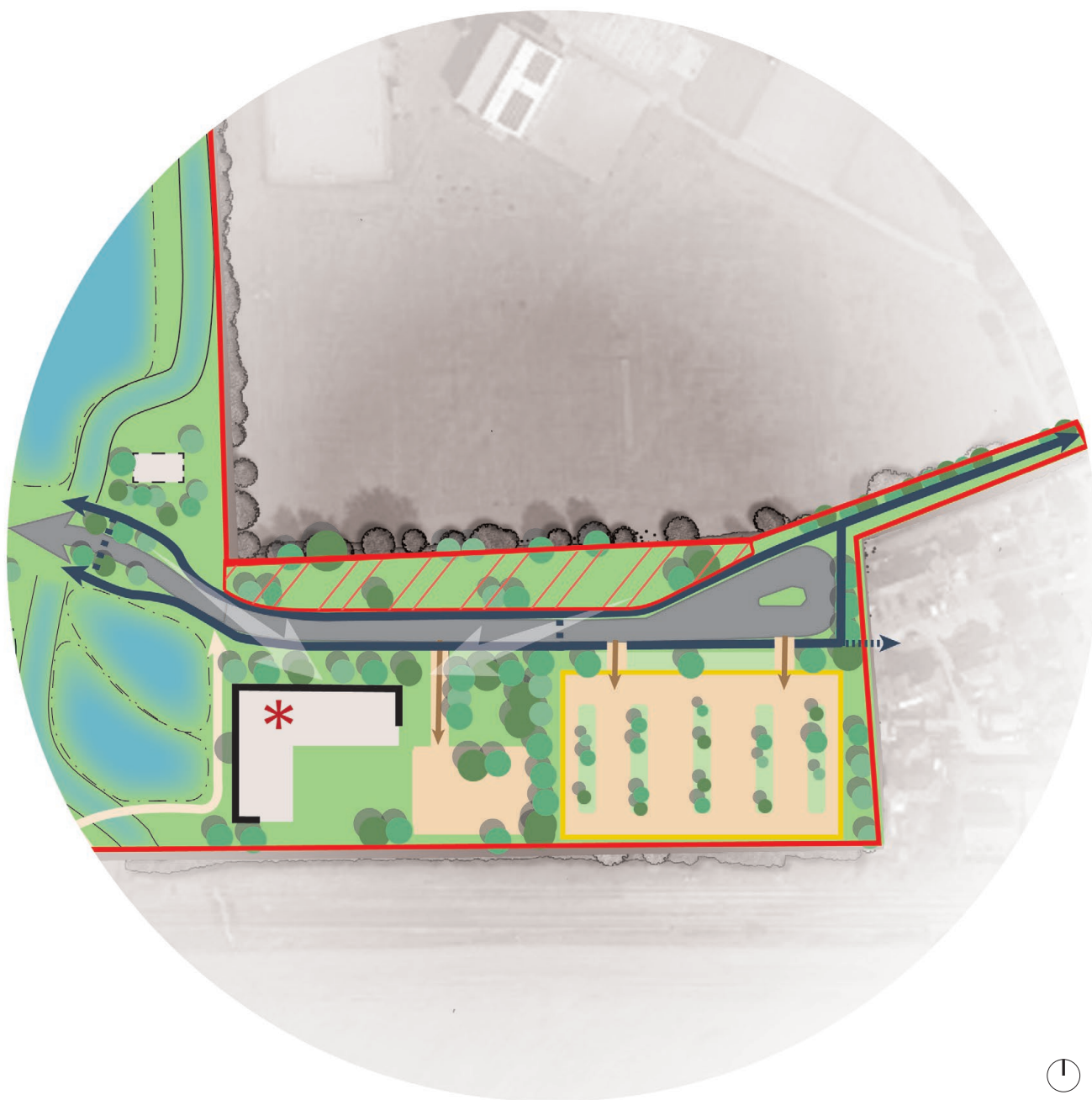
- Residential building(s) will positively address the East-West Link Road to the north as well as the public realm to the west.
- The building at the north western corner will be a Marker Building designed to be visually prominent with increased height providing a strong vista stopper.
- Landscaping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

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



Barnham Station Link Section

A. Site-Wide Principles Key Groupings



KEY

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

Barnham Station Link Key Grouping



A. Site-Wide Principles

The A29 Interface

The interface between the A29 and residential parcels is dictated by the area between the residential parcels and the segregated pedestrian and cycle route along the A29. This interface area includes a potential earthworks zone necessary for the construction of the road. The extent of earthworks and road landscaping will be agreed via condition in the application, and any residual land within this zone can form part of development parcels.

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

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

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



KEY

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

1. A29 INTERFACE WITH BUILT FORM

Building Line

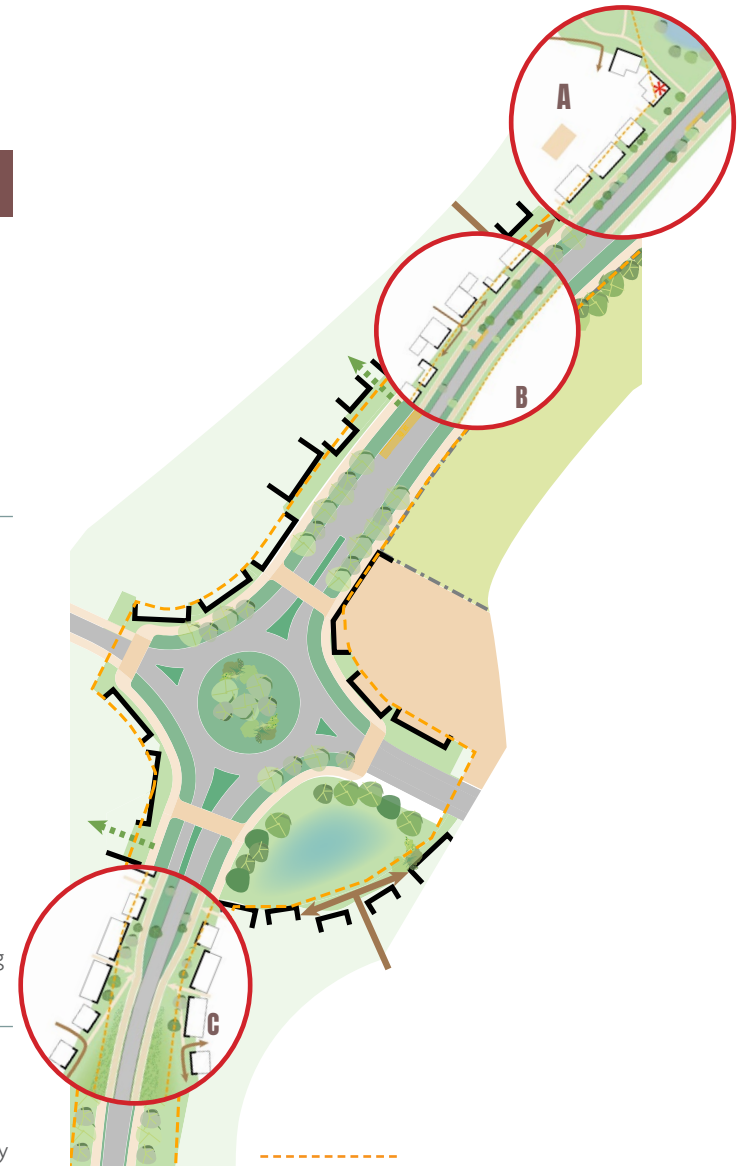
- Buildings should create a continuous frontage along the A29 to achieve a degree of formality and enclosure.
- Individual buildings should be parallel to the A29 with any set backs to dwellings to be minimised. Any set backs which occur should be at a consistent distance from the A29. Shared/private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

Frontage Access

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

Housing Typologies

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



Extent of the A29 Strategic Road Corridor

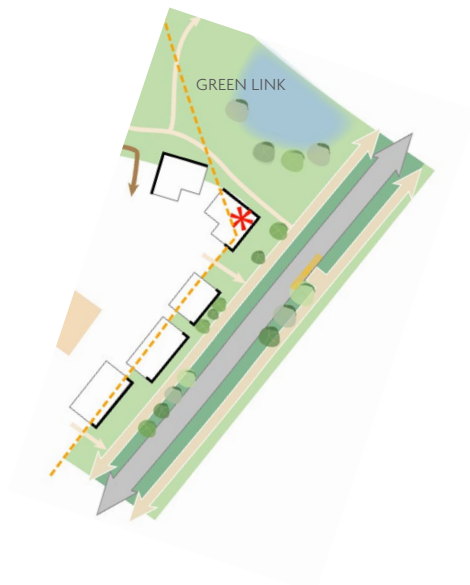
A. Site-Wide Principles

The A29 Interface

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

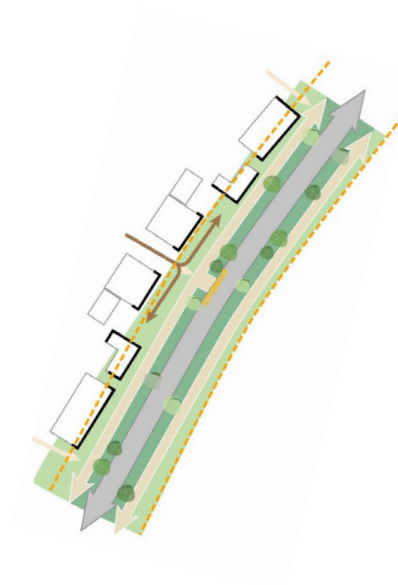
SCENARIO A : Built form adjacent to A29 and Green Link

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



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

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



SCENARIO C : Built form adjacent to the A29 bridge embankment

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

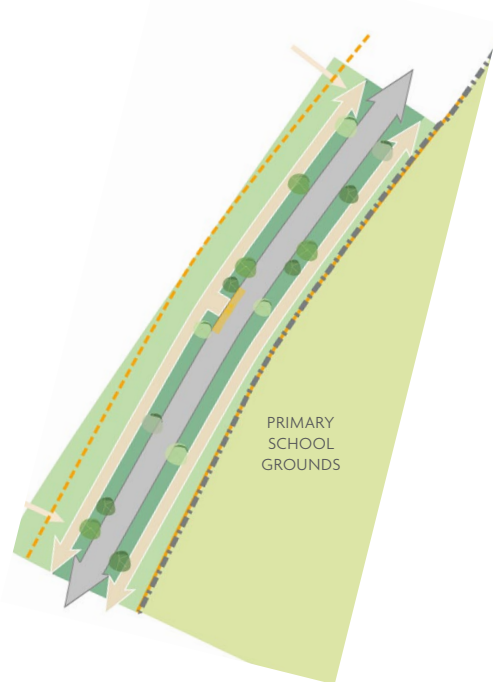


A. Site-Wide Principles

The A29 Interface

2. A29 INTERFACE WITH PROPOSED PRIMARY SCHOOL EDGE

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



3. A29 INTERFACE WITH SURFACE WATER DRAINAGE ELEMENTS

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



4. A29 INTERFACE SOUTH OF THE RAILWAY

- To the south of the West Coastway railway line this will include temporary landscaping to be provided for residual land before planning application(s) on neighbouring land south of the railway line come forward.
- Planting should be incorporated along the embankment as stipulated in Section C, 'Landscape Principles', of this document.
- Temporary landscaping will also be applied along the Hanbury Link.
- Future built form will need to respond positively to the proposed controlled and uncontrolled pedestrian and cycle crossing points across the A29.



Proposed Uncontrolled and Toucan crossings



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