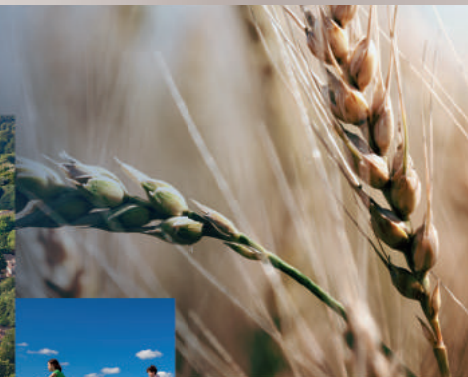


Barnham | Eastergate | Westergate

# CONCEPT MASTERPLAN

LAND SOUTH OF BARNHAM ROAD

September 2019



**BEXSTONE**  
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developments



# CREATING NEW SUSTAINABLE COMMUNITIES

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## Introduction & background

This document has been prepared on behalf of a consortium of landowners in support of current and future planning applications on land located to the south of Barnham Road (the Site). The purpose of this masterplan is to demonstrate the evolution of the design process and background material that will influence and inform development.

The purpose of the statement is to therefore demonstrate compliance with Policy H SP2, which states: "Development proposals within the Strategic Site Allocations must be comprehensively planned and should have regard to a masterplan endorsed by the Council for the respective areas which incorporates high quality imaginative design giving a sense of place and a permeable layout.

Arun District Council has now adopted its Local Plan for the period 2011 to 2031. The Local Plan sets out how much development is planned over the period and the strategy for where it should be located. Policy H SP1 establishes strategic housing, parish and town allocations. This Site is included within Site

SD5 a strategic allocation for Barnham/Eastergate/Westergate (BEW).

This concept masterplan relates to a section of land within the wider BEW allocation. It is made up of 4 parcels of land - each in individual ownership - abutted by Barnham Road to the north, the proposed A29 alignment to the east, residential accommodation to the west and a significant landscape corridor aligned with footpath FP321 to the south.

The constraints above provide an opportunity for this Site to come forward in advance of the wider BEW which will provide a much needed contribution to Arun's 5-year housing delivery targets.



# Vision

The vision for the overall development at BEW is for a sustainable community arranged in attractive and well-designed neighbourhoods which positively relate to the surrounding villages and West Sussex landscape delivering major benefits to the local community and environment.

The Visioning Brief for the overall development Site prepared for Arun District Council by URS in March 2013 promoted the adoption of a Garden Community approach for the Site stating that; 'the Three Villages presents a real opportunity to deliver the following vision:

**A new community for the 21st Century which exemplifies the best of the English Garden City tradition and which integrates seamlessly with the established communities and landscape of West Sussex. 'It envisages that the new community will be surrounded by a new country park and enhanced green spaces with new, high quality homes provided in leafy, green and attractive neighbourhoods.**

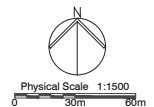
The concept will start to facilitate the delivery of the following:

1. A proposed 'Green Ring' providing formal and informal landscaping, natural habitats and attractive pedestrian and cycle links to local facilities.
2. Provision of landscaped open space for amenity including natural and semi-natural greenspace, amenity green space, and formal play provision for children and young people.
3. Provision of a range of high-quality new homes including two, three, four- and five bedroom houses.
4. Provision of affordable homes to meet local need.
5. Improvements to drainage and increased biodiversity.



## KEY:-

- |                                                                  |                                                                         |
|------------------------------------------------------------------|-------------------------------------------------------------------------|
| Natural and Semi-Natural Landscapes                              | Proposed Footpaths Within Developments                                  |
| Development Site Boundaries                                      | Approximate Route of Proposed Realigned A29                             |
| Proposed Access Points to Road Network from Developments         | Refer to Wider B, E & W Masterplan                                      |
| Proposed Residential Areas Within Developments                   | Existing Footpath FP321 & New Links Within Developments                 |
| Connectivity - Visual and Pedestrian with Possible Vehicle Links | 5 Villages Cycle Link                                                   |
|                                                                  | New Cycle Link through New Green Corridor to Site North of Barnham Road |
|                                                                  | Existing Drainage Ditch                                                 |



## Planning policy

The site forms part of the Local Plan allocation SD5: Barnham/Eastergate/Westergate (BEW) for the delivery of up to 2,300 units over the plan period and 3,000 in total. This also includes associated infrastructure such as schools, open space, a new road and healthcare facilities.

Policy H SP2 requires Strategic Site Allocations to be comprehensively planned, having regard to a masterplan endorsed by the Council. It is understood that this endorsement would be achieved by the following:

1. Creation of a design statement / parameters, which is endorsed by the joint landowners and Council's planning officer Policy H SP2 goes on to state a comprehensive policy tests against which any future planning application would be considered. This includes:
  - a) integrate appropriately with surrounding communities through an appropriate design particularly where they adjoin by providing for public realm improvements, shared community uses, and connectivity of transport modes including walking, cycling and public transport,
  - b) ensure a clear and harmonious relationship between town and country including clearly defined boundaries, using physical features that are readily recognisable and likely to be permanent,
  - c) Protects, conserves or enhances the natural environment, landscapes and biodiversity,
  - d) incorporate high quality, well connected green spaces, planting within main streets and biodiversity rich open spaces,
  - e) extend, enhance and reinforce strategic green infrastructure and publicly accessible open space,
  - f) new community hubs where required to be provided, shall be well located taking account of the permeable layout to all transport modes and shall as far as possible cluster retail, commercial and community uses,
  - g) where existing village centres are within or will serve the needs of strategic development Sites their improvement as sustainable centres will be required,
  - h) where community buildings are provided these shall be designed and provide for a range of uses such as healthcare, police, faith and community groups,
  - i) integration of community hubs and local centres of an appropriate form and scale into the design and layout of development proposals where identified in the specific allocations policies in H SP2 a-c,
  - j) ensure walkable access to local community, recreational and shopping facilities, jobs and accessible transport,
  - k) address the off-Site capacity requirements, that relate to that particular allocation, identified in the Arun Transport Assessment (2016 and update 2017 and taking into account subsequent relevant assessments) and the local highway network,
  - l) positively respond to sustainable water management taking particular account of the coastal plain topography which may require strategic surface water solutions,
  - m) maintain and enhance any important features, characteristics and assets of the local area;
  - n) provide for the required infrastructure, that relates to that particular allocation, in accordance with Policy INF SP1 and the Infrastructure Delivery Plan,
  - o) enable strategic District wide infrastructure to be delivered at strategic Sites if the location is appropriate for the District,
  - p) consider inclusion of an area of the Sites for Self-Build and Custom Build, and
  - q) consider the delivery of an area as a Site for Gypsy and Traveller accommodation.

Policy H SP2c is the specific allocation policy for the wider Site and goes on to state that development proposals must comply with key design and infrastructure requirements. The Opportunities and constraints plan below responds to the above policy requirements, together with specific on-Site constraints.

# Constraints and opportunities

## Constraints

1. Very limited contribution by the northern part of the Site to the openness of the local gap (Policy Area 11);
2. Contribution of the boundary vegetation to landscape structure and ecological connectivity between the north and south across the local gap.

## Opportunities

1. Reinforcement of existing and creating new boundary vegetation to filter views into the development and enhance ecological connectivity with existing established tree lines;  
Improve the perceived coalescence between Barnham and Eastergate;
2. Footway linkage between the public footpath to the north and the south by the introduction of a pedestrian bridges across the rife in the south;  
Cycle linkages north for the proposed 5 villages cycle path.



# Understanding the Site constraints

The Site is somewhat unique as it is abutted on all boundaries which act both as constraints and opportunities to the development.

These include:

1. Mature trees and hedgerows
2. Public rights of way
3. Proposed realignment of the A29
4. Existing Barnham Road and existing settlement policy area
5. Flood risk and watercourses

## Mature trees and hedgerows

The Site does have several mature trees and hedgerows. A design principal has been to retain these mature landscape features where possible to ensure that any development is sympathetic to the Site's surroundings. The intention has always been to incorporate these landscape features into the development proposal.

## Public rights of way

Footpath FP321 abuts the Site to the south. This footpath is also aligned with a mature landscape buffer that is intended for retention.

## Proposed realignment of the A29

The proposed realignment of the A29 acts as a barrier to the east.

## Existing Barnham Road and existing settlement policy

Both the existing settlement policy area to the west and Barnham Road to the north act as design guide for the Site.

## Flood risk and watercourses

The Site is naturally drained through small ditches and watercourses. The proposal is to incorporate the current watercourses, and the extensive use of sustainable drainage systems will reduce flood risk further downstream and provide diverse ecological habitats and amenity space.



Flood risks and watercourses



Mature trees and hedgerows



Public rights of way  
Licensed for reuse under the Creative Commons.  
Copyright: Basher Eyre



Existing Barnham Road  
Licensed for reuse under the Creative Commons.  
Copyright: Roger Gilbertson

## Highways considerations

The Site is well located for accessing facilities within Barnham, Eastergate and Westergate and will benefit from several connections with the existing Public Rights of Way network to and from surrounding areas. This allows easy access on-foot or by bicycle to Aldingbourne Primary School, Ormiston Six Villages Academy and Sports Centre, Eastergate Pre-School and village shops. Barnham railway station can be accessed with a 15-minute walk, 5-minute cycle or via the Compass Route 66 bus service.

The Site proposes five points of access onto the adjacent or proposed highway network. Two points of access are proposed to the south and east across land that is yet to be considered by formal planning submission.

Two further points of access are proposed onto Barnham Road via existing access points which have been considered and supported by West Sussex County Council under planning application references EG/22/19/OUT and BN/65/19/OUT. The final new access onto Barnham Road has been considered and accepted by way of the preliminary enquiry with West Sussex County Council under reference:

Considering the Site's emerging allocation as part of the BEW and its suitable location it can be concluded that the proposed development meets the requirements of NPPF.



Barnham Railway Station



The Murrell Arms PH - Barnham



Recreation ground at Barnham  
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Barnham Road  
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## Landscaping - green ring

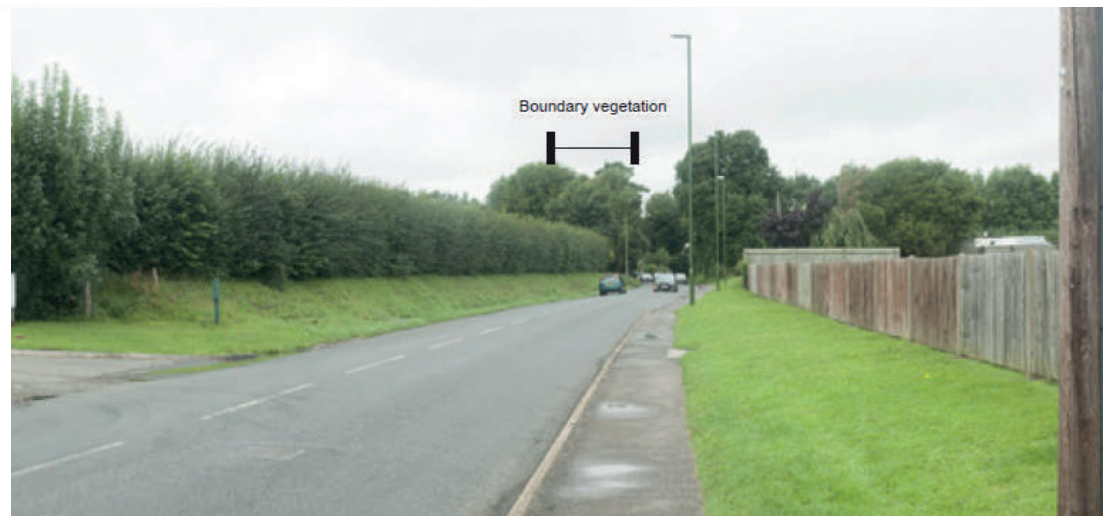
The extent of the wider area is defined by the scale and extent of the local landscape character of Eastergate to the west and Barnham to the east. For consideration is the extent of land that is visually connected with the Site, viewed from the public realm or from nearby residences, considering landform, vegetation, built structure and distance. At the time of survey vegetation was largely in leaf.

The Site is located within a gap between two settlements along the B2233 within Eastergate parish. The gap is currently defined by nursery grounds with glasshouses, commercial estates and enclosed housing estates along Barnham Road, with narrow fields in pasture and equestrian use intervening. The glasshouses visually dominate the gap which is the proposed route for the new A29 as part of the wider BEW. It is essential that coalescence and a perceived gap between Barnham and Eastergate is maintained.

The settlements of Barnham and Eastergate initially developed a linear structure associated with the main roads. Within Eastergate, the settlement pattern is defined largely by detached dwelling houses set back from the highway, occupying narrow plots with

long garden areas to the rear. The Site is well enclosed from the north, south and west where boundaries are defined by mature tree lines and understorey vegetation or high mature hedging. The eastern boundary remains open and is the proposed route for the new A29. It is proposed that all existing vegetation is maintained and reinforced through additional planting. Development can be set back from Barnham Road, and from the footpath No. 321 to the south.

The eastern boundary will be reinforced with a screening belt of trees which will also provide a convenient route for the Six Villages Cycle Route travelling North. Through the retention of existing boundary vegetation and proposed screening belt adjacent to the new A29 the Site will offer a perceived settlement gap between Barnham and Eastergate.



**Location:** Pavement along Barnham Road (B2233) at the entrance to the Springfield Site Nursery.  
**Direction of View:** South-west



**Location:** Public Footpath No. 321 to the south of the Site.  
**Direction of View:** North-west

## Conclusion

The Site forms a small section of a larger masterplan for BEW. Owing to the Sites contained nature and existing constraints it is appropriate that is master planned accordingly.

There exists at Barnham an opportunity to significantly address local housing need whilst bringing benefits that will extend well beyond the boundaries of the identified Site.

The Site offers qualities and connections that will facilitate an exemplary form of sustainable development, whereby new and existing residents will benefit from access to new and existing services, amenities and connections. New neighbourhoods will be integrated into a network of green infrastructure that provides appealing routes and access to open space for movement, recreation and relaxation.



There exists at Barnham an opportunity to significantly address local housing need whilst bringing benefits that will extend well beyond the boundaries of the identified Site.



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