

# Barnham Eastergate & Westergate

Framework Masterplan  
Version for Endorsement

November 2020



# The Team



## Masterplanning

JTP  
Unit 5, The Rum Warehouse  
Pennington Street, London E1W 2AP  
T. +44 (0)20 7017 1780

[www.jtp.co.uk](http://www.jtp.co.uk)



## The Southern Consortium

Church Commissioners for England  
Church House, Great Smith Street  
London, SW1P 3AZ  
T. +44 (0)20 7898 1037



## The Southern Consortium

Hanbury Properties  
17 Northgate,  
Chichester PO19 1BJ  
T. +44 (0)1243 536 655

[www.hanburyproperties.co.uk](http://www.hanburyproperties.co.uk)



## Project Management

Hawksmoor  
Suites 1 & 2, City Point, Swan Road  
Lichfield, Staffordshire, WS13 6QZ  
T. +44 (0)1543 266660

[www.hawksmoorps.co.uk](http://www.hawksmoorps.co.uk)



## Planning

Lichfields  
The Minster Building,  
21 Mincing Lane, London, EC3R 7AG  
T. +44 (0)20 7837 4477

[www.lichfields.uk](http://www.lichfields.uk)



## Transport & Drainage

Pell Frischmann  
5 Manchester Square  
London, W1U 3PD  
T. +44 (0)207 486 3661

[www.pellfrischmann.com](http://www.pellfrischmann.com)



## Landscape

Fabrik  
Lenten House, 16 Lenten Street, Alton,  
Hampshire GU34 1HG  
T. +44 (0)1420 593 250

[www.fabrikuk.com](http://www.fabrikuk.com)



## Heritage & Archaeology

Development Archaeology Services Ltd  
Little Thornfield, West Wittering  
Chichester, PO208AA  
T. +44 (0)1243 671 007



## Sustainability

Hoare Lea  
155 Aztec West, Almondsbury  
Bristol, BS32 4UB  
T. +44 (0)1454 201 020

[www.hoarelea.com](http://www.hoarelea.com)



## GERALDEVE

## Property Consultants & Chartered Surveyors

Gerald Eve LLP  
72 Welbeck Street,  
London, W1G 0AY  
T. +44 (0)20 7493 3338

[www.geraldeve.com](http://www.geraldeve.com)



## ECOLOGY SOLUTIONS

Part of the ES Group  
Ecology  
Ecology Solutions Ltd

Farncombe House, Farncombe Estate, Broadway,  
Worcestershire, WR12 7LJ  
T. +44 (0)1451 870767

[www.ecologysolutions.co.uk](http://www.ecologysolutions.co.uk)

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**Westergate**

**Westergate Street**

**Nyton Road**

**Eastergate**

**Barnham**

**Barnham Road**

**Woodgate**



**BARNHAM  
STATION**

**Lidsey Road**

**Shripney**



Allocation boundary

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## All strategic site allocations within the Local Plan are required to prepare a Framework Masterplan ahead of any planning applications submitted on the sites.

This document has been prepared for the Land at Barnham, Eastergate and Westergate (BEW) and it is intended for it to be used to guide future planning applications on the site.

This masterplan will demonstrate how the requirements for the site as set out in Policy H SP2c SD5 can be delivered. These requirements include the building of up to 4,300 new homes, of which only 2,300 would be delivered in the Local Plan period to 2031; two new Primary Schools, two local centres which will include shops and a library facility.



Illustrative Framework Masterplan



# CHAPTER ONE

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## Introduction

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# The Role of the Framework Masterplan

## A Framework Masterplan:

- Sets **masterplanning** principles for the allocation site;
- Demonstrates **comprehensive development**;
- Provides an **overview** on infrastructure provision;
- Alongside the planning application strategy, will allow **early delivery of housing**; and
- Has been used **successfully** elsewhere.

The Local Plan requires development proposals within the Strategic site allocations to be comprehensively planned and to incorporate a high quality imaginative design that will give a sense of place and have a permeable layout. This Framework Masterplan responds to this requirement and will seek endorsement by the Council.

It is intended for this Framework Masterplan to provide an indication of the broad layout of the site and demonstrate how the requirements in the Local Plan can be translated into a well-designed successful place. This strategic and flexible guide will sit alongside the High Level Development Principles (appended to this document) and will seek to ensure the delivery of a new high quality neighbourhood that is future proofed to ensure it can be readily adapted to respond to changing circumstances should the need arise.

This Framework Masterplan has been prepared by The Church Commissioners for England and Hanbury Properties in consultation with other landowners within the allocation. It covers all land within the Strategic Allocation. It is expected that any planning applications brought forward by all landowners will have regard to this Framework Masterplan. It has also been subject to public consultation in August 2020. This engagement process has been integral to the design process informing the Framework Masterplan.



Artist's impression looking over proposed development towards Westergate and Eastergate

# 1. Introduction

## The Approvals Process



Site allocation  
Policy H SP2c  
SD5

### 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 will inform the Framework Masterplan and subsequent planning applications.

This Framework Masterplan has been subject to three weeks of formal public consultation and has also been informed by input from statutory consultees, wider engagement with local communities and joint working with the Council. This Framework Masterplan forms the first part of the decision making process which is set out in the diagram below. Additional detail will be provided as the proposals progress to planning application stage.

The proposed drawings and plans in this document are at design concept stage and therefore should not be considered to be a precise representation of the scheme to be delivered. Further design evolution and detail will be provided as part of future planning applications.



Up to 4,300  
homes including  
Barratt Homes,  
CALA and Pye  
Homes

### 2. The Framework Masterplan

The Framework Masterplan will provide key 'design concepts' to ensure high quality design and placemaking. This in turn will define the character and context of the development proposals. This will be developed in line with the High Level Development Principles endorsed by Arun District Council.

### 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.

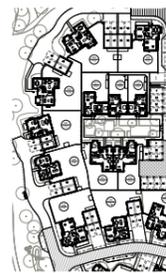


Southern  
Consortium: up  
to 1500 homes in  
outline and A29  
in detail

### 3. 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 will align with the Framework Masterplan and 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. The DAS will 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.



### 4. Reserved Matters Applications (following outline or hybrid applications only)

This is the key final stage of the design development whereby 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;
- Location of landscape features and play facilities.







# CHAPTER TWO

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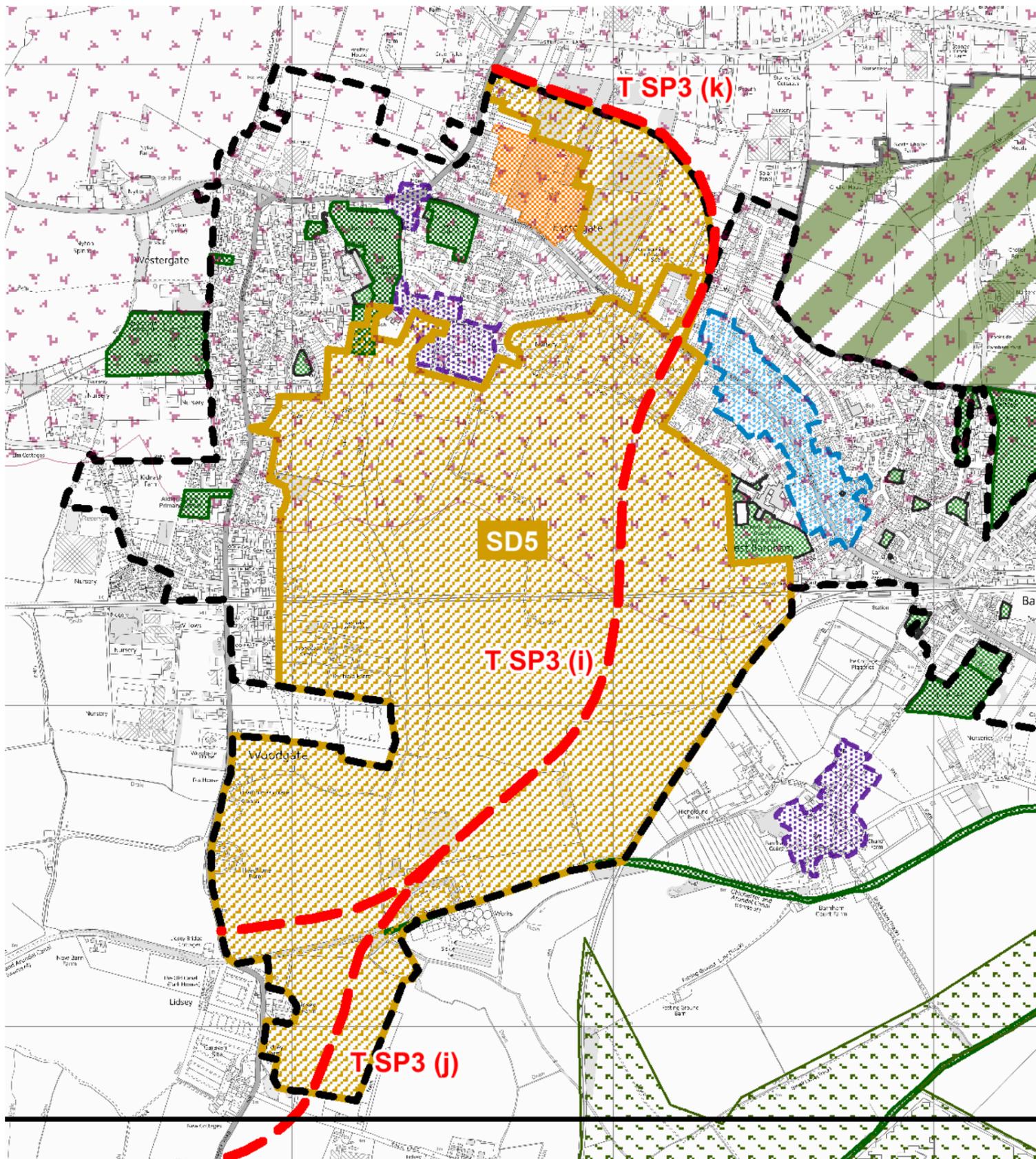
## Planning Context

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# 2. Planning Context

## Arun Local Plan

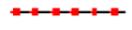
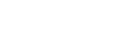


### Chapter 12 - Housing Delivery

#### Strategic Housing Allocations:

	Site Specific		Committed
<b>SD1</b>	Pagham South	<b>SD7</b>	Yapton
<b>SD2</b>	Pagham North	<b>SD8</b>	Ford
<b>SD3</b>	West of Bersted	<b>SD9</b>	Angmering North
<b>SD4</b>	Littlehampton - West Bank	<b>SD10</b>	Climping
<b>SD5</b>	BEW	<b>SD11</b>	Angmering South and East
<b>SD6</b>	Fontwell		

### Chapter 15 - Transport

	Green Link: Littlehampton to Arundel
<b>Policy T SP3: Safeguarding the Main Road Network</b>	
	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: <a href="http://www.arun.gov.uk">www.arun.gov.uk</a> )
	Area of Character (AoC)
	Scheduled Ancient Monument (SAM)

Extract of Local Plan Policies Map

## 2. Planning Context

# Arun Local Plan

### High Level Development Principles

To inform the preparation of the Framework Masterplan, a number of High Level Development Principles were drawn up in collaboration with Arun District Council 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 responds to this requirement and other policies that are of relevance from the Local Plan.

During the preparation of planning applications for this site, these High Level Development Principles will sit alongside the Framework Masterplan and will guide the development proposals. The full list of High Level Design Principles are provided within the Appendix and 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 school, local centre, community facilities and library.
- **Built Form** – identify the development parcels and key character areas, including differentiating between urban extensions and a new community.
- **Sustainability** – include measures to enhance sustainability and mitigate climate change.
- **Technology** – incorporate opportunities for the integration of smart deliverable technologies that enhances public transport, homes, community and support uses and employment space.

### 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.

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:

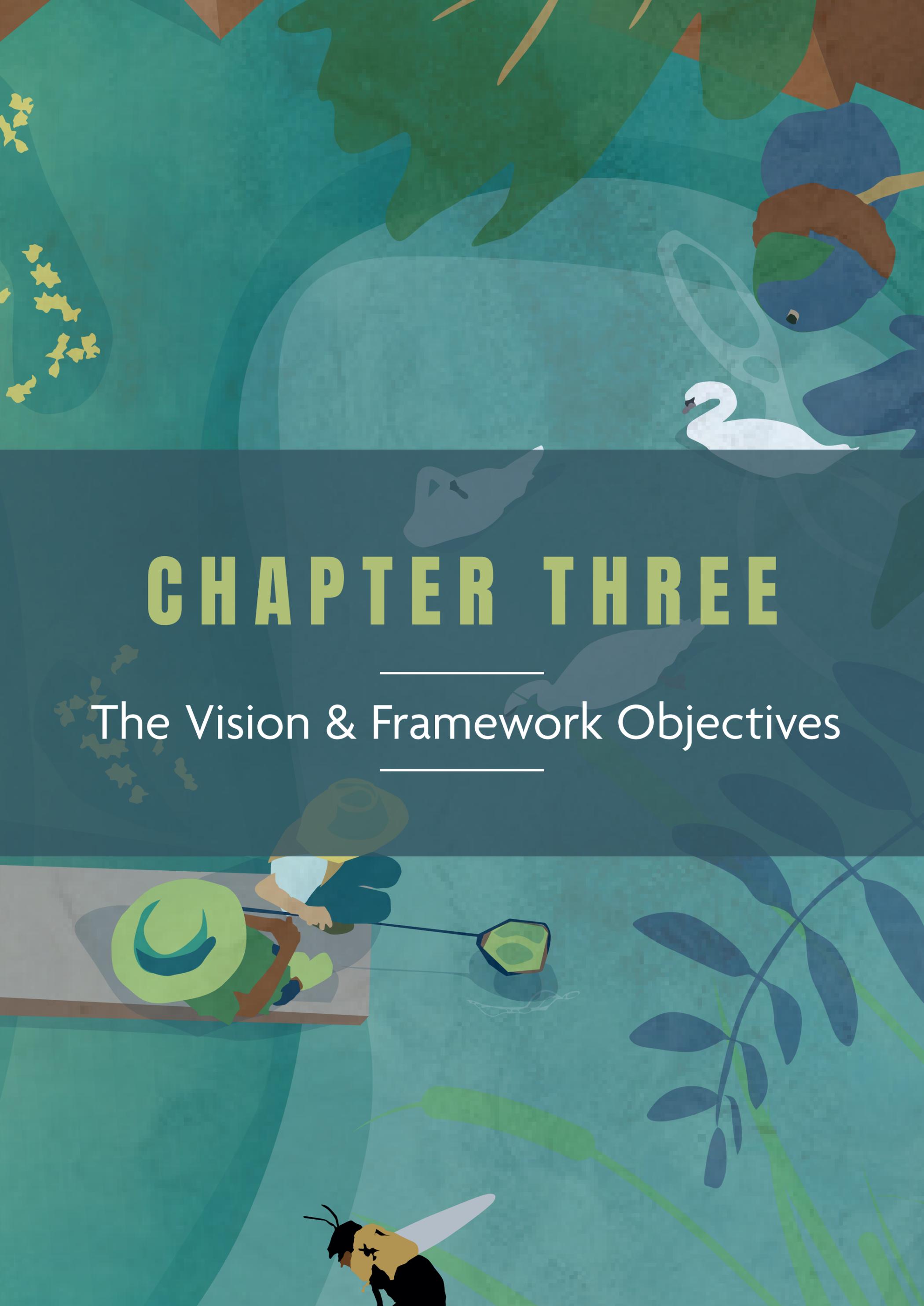
- the context for places and buildings;
- hard and soft landscape;
- technical infrastructure – transport, utilities,
- services such as drainage; and
- social infrastructure – social, commercial, leisure uses and activities.

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.

In line with the guidance of the NPPF and National Design Guide, this Framework Masterplan is the first step to ensuring that the new development at BEW will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. It sets out the key components of place, including how the development will establish a strong sense of place using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit. It provides a baseline for how the development will be visually attractive as a result of good architecture, layout and appropriate and effective landscaping. New development in the allocation should be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.

The background is a vibrant, stylized illustration of a pond. At the top, there are large green leaves and a blue bird perched on a branch. In the center, a white swan swims on the water, with its reflection visible below. A person wearing a hat and a light-colored shirt is in a small boat on the left, using a long pole to reach a green lily pad. At the bottom, a bee is shown near a green reed. The overall color palette is dominated by various shades of green and blue.

# CHAPTER THREE

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## The Vision & Framework Objectives

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**The vision for the new settlement at Barnham, Eastergate and Westergate is for a sustainable community arranged in attractive and well designed neighbourhoods which positively relate to the surrounding villages and the West Sussex landscape, delivering major benefits to the local community and environment.**



### 3. Vision & Framework Objectives

# Framework Objectives

The vision is founded on three key themes: Connectivity, Landscape and Placemaking. Each theme has a number of objectives which have shaped the Masterplanning Framework and design decisions for the Strategic Allocation.

#### 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
- Establishing a sustainable link to Barnham Station



**Realigned A29**  
relieving pressure on the  
**surrounding road network**




**A network of pedestrian & cycle routes**



#### 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
- Enhancing existing waterways and promoting sustainable drainage attenuation



**Widely accessible Public Open Space**



Walking & cycling routes, allotments & wetland habitats




**Formal Sports pitches & play areas**




**Biodiversity enhancement**  
retaining & enhancing the existing habitats



#### Placemaking

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



**2 Local Centres**  
Including new primary schools, retail & community event space



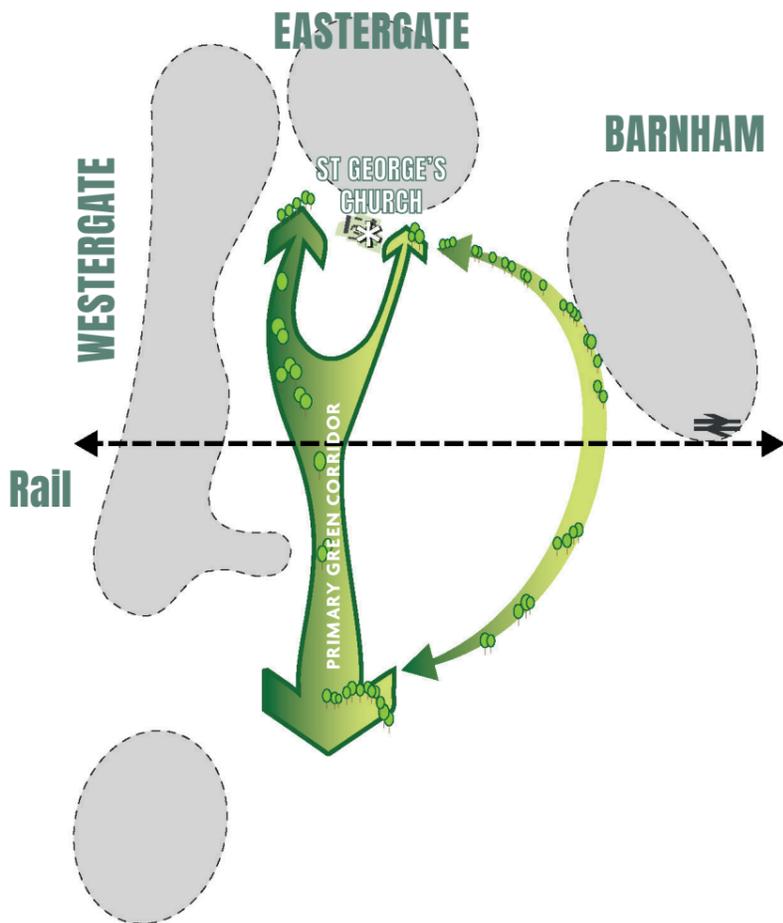

Up to **4,300** new homes including affordable homes



### 3. Vision & Framework Objectives

# Design Principles

The following design principles demonstrate a comprehensive approach to masterplanning. The first two principles seek to recognise and respond to the existing key landscape features of the site, principles three and four illustrate the importance of connectivity for all modes of travel, and five and six illustrate the principles for ensuring appropriate locations for development and establishing vibrant new neighbourhoods with mixed use centres at their heart.

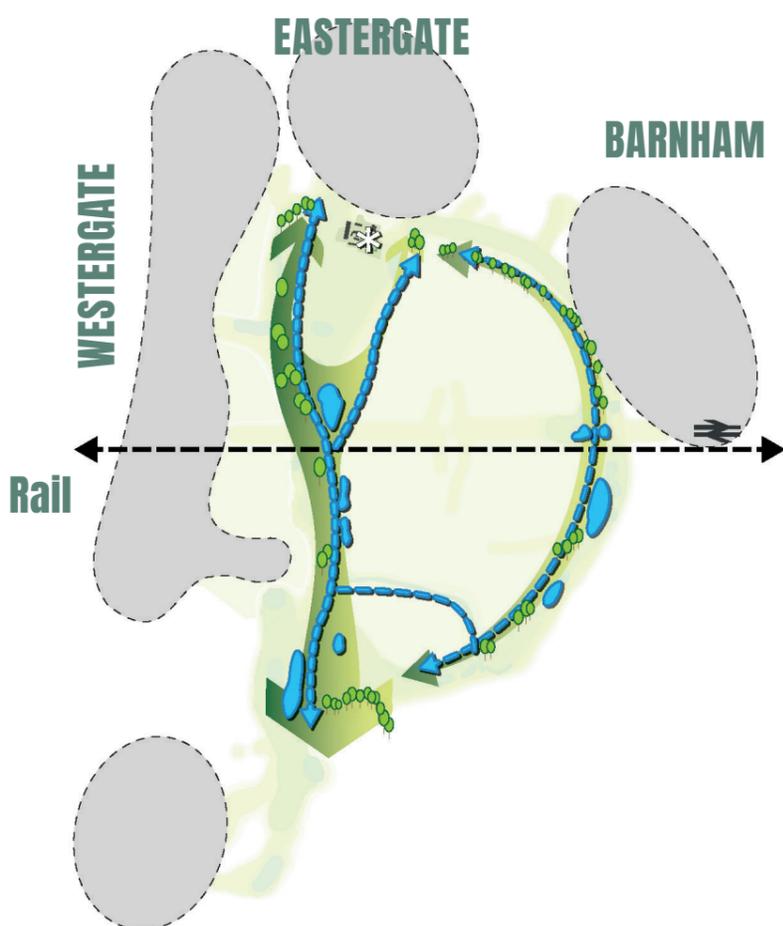


## 1.

### Linear Park & Green Ring

- A new Linear Park will run north- south along the Rife valley accommodating informal landscape including watercourses, flora, fauna, as well as access for the community to enjoy via pedestrian and cycle links.
- A 'green ring' of natural, semi-natural spaces and activity will connect the eastern extents of the development back to the Linear Park.

- Existing settlements
- Primary green link
- Secondary green ring
- Railway line and station
- St George's Church (Grade II\* listed)



## 2.

### Wetland

- Existing watercourses will be retained and integrated into the drainage strategy.
- A network of sustainable drainage features will work with existing topography and integrate with existing wetland features.
- Proposed attenuation basins will be a combination of predominantly dry features with planting and some with permanent water to encourage and support biodiversity.

- Existing settlements
- Blue links
- Primary green link
- Secondary green ring
- Railway line and station
- St George's Church (Grade II\* listed)

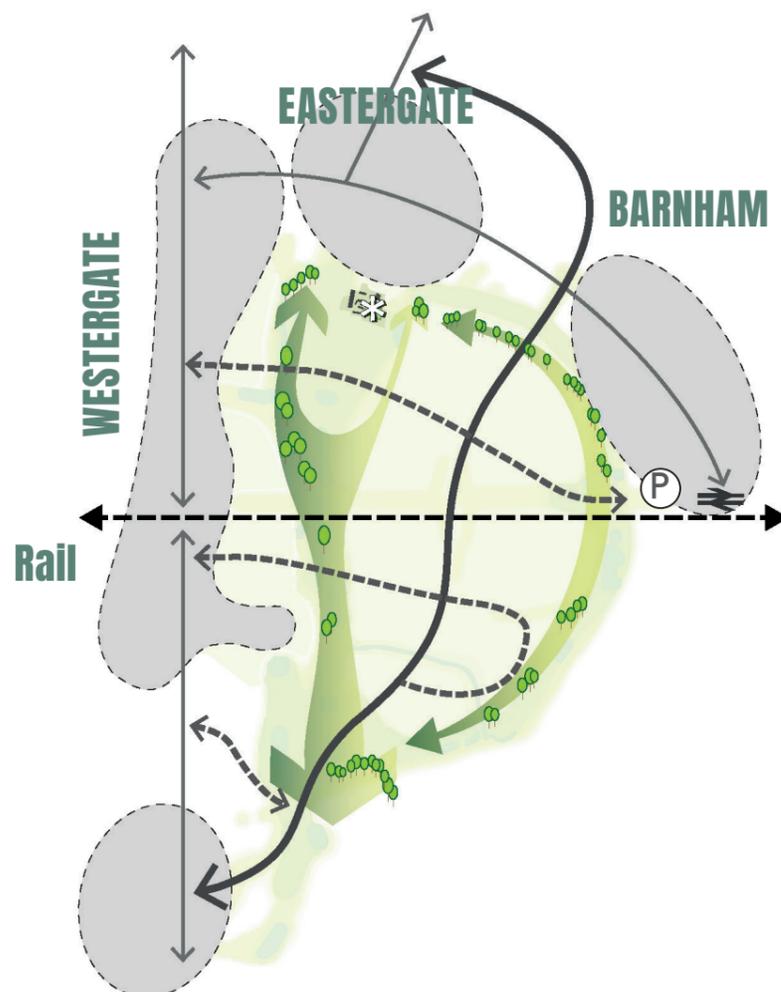
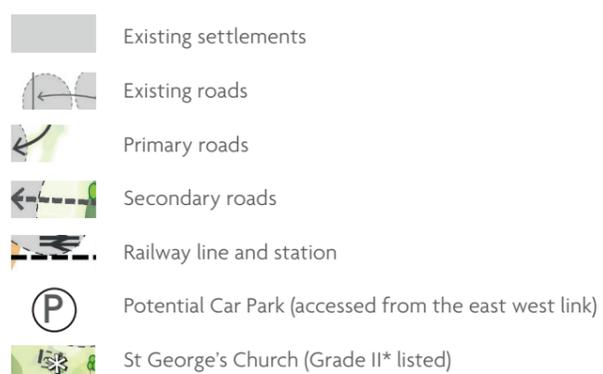
### 3. Vision & Framework Objectives

# Design Principles

## 3.

### Connectivity - Vehicular

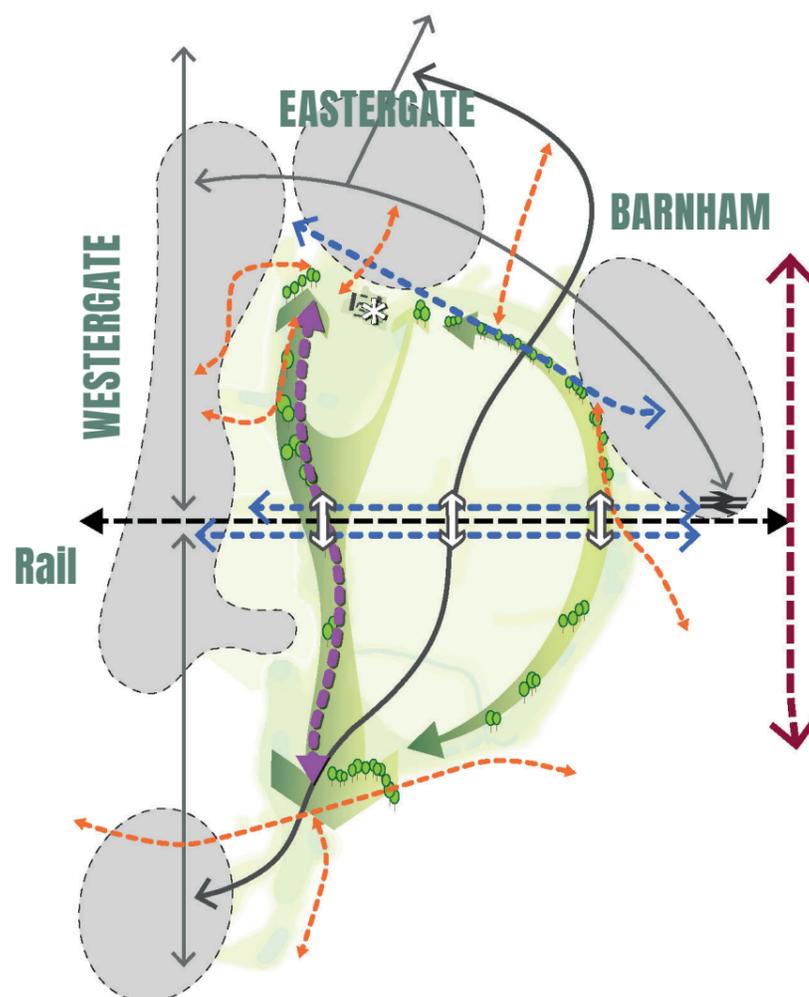
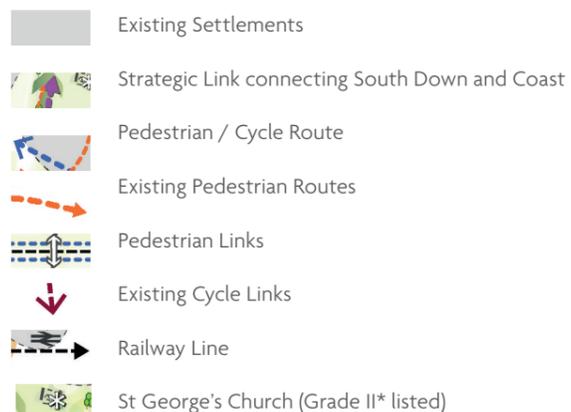
- The A29 will be realigned through the allocation to alleviate congestion problems along the existing A29.
- An east-west link will provide an essential connection from the existing A29 to the new A29 as per policy requirement.
- A series of secondary routes will enable connectivity within the new development.



## 4.

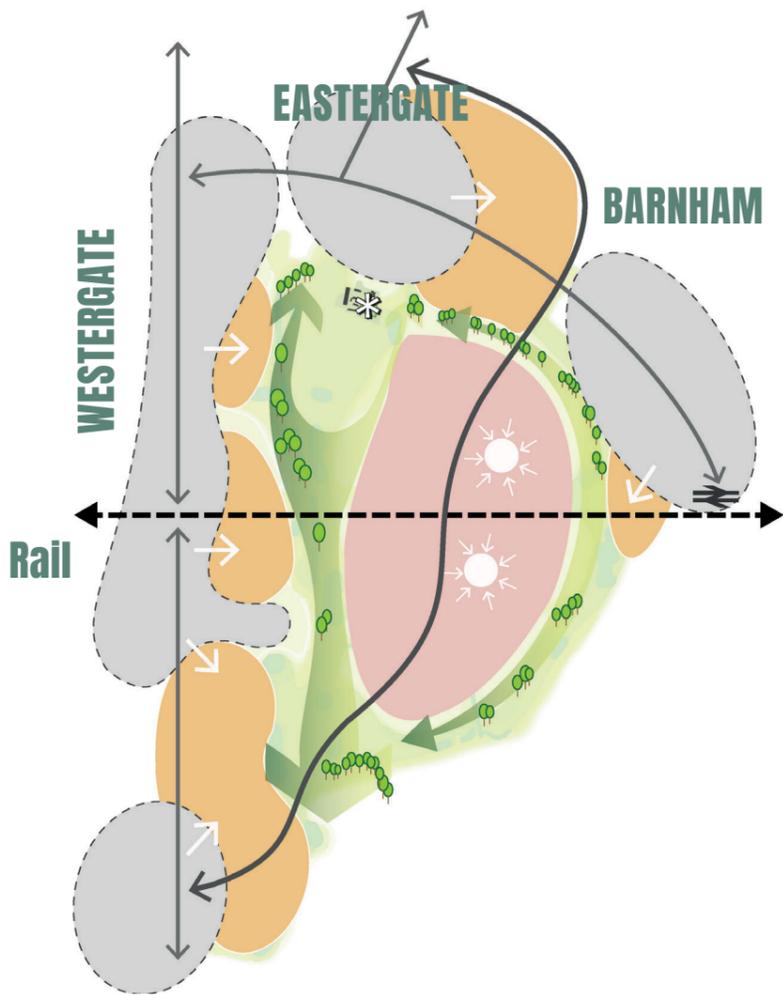
### Connectivity - Pedestrian / Cycle

- The Linear Park will run north- south along the Lidsey Rife valley accommodating a range of pedestrian and cycle links.
- A network of existing pedestrian routes will be enhanced and linked to proposed network of pedestrian and cycle links.
- A network of new pedestrian links will connect to the existing surrounding network and Barnham Station.



### 3. Vision & Framework Objectives

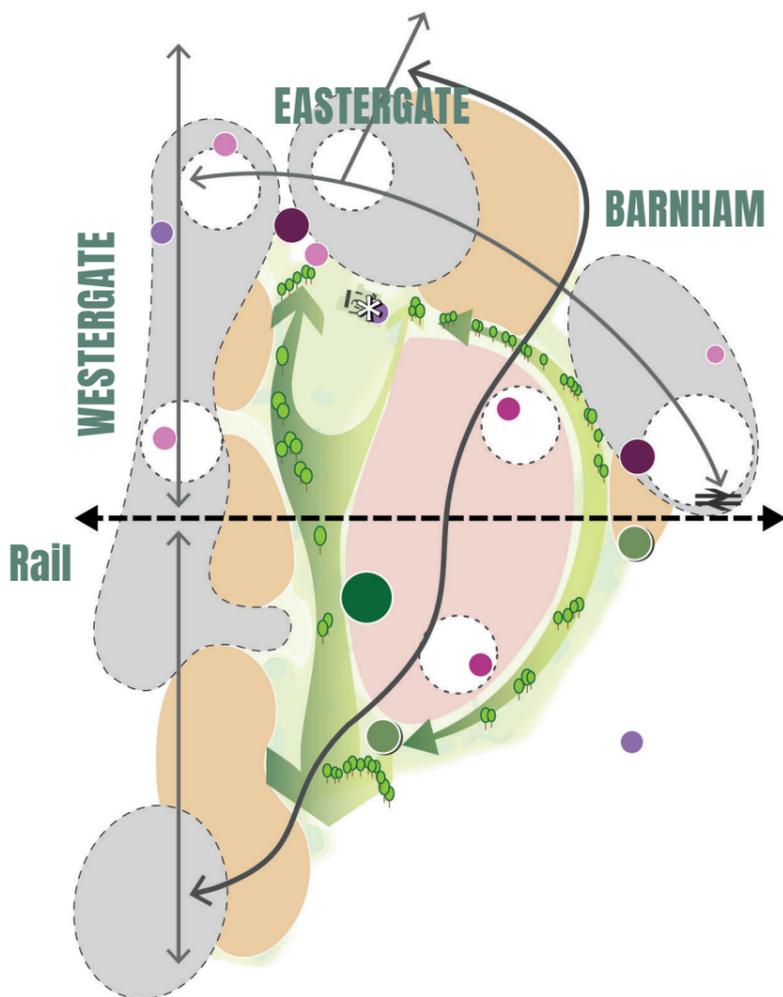
# Design Principles



## 5.

### Growth

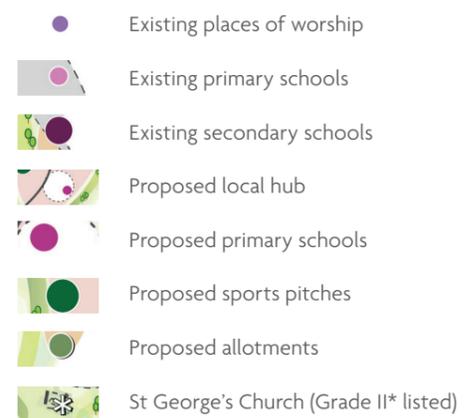
- The proposal is for a scheme that comprises appropriate growth to existing settlements (urban extensions) and new, distinct clusters of development in a landscape setting (new settlement).
- A careful balance between these two forms of development will be struck, whereby the benefits of existing services and amenities can extend to new neighbourhoods, whilst the significant provision of new facilities will support both new and existing housing.



## 6.

### Amenities

- The development will bring new amenities and services to the surrounding villages with two Local Centres that will include mixed use buildings, retail uses, community facilities, new sports facilities, allotments, play areas and pocket parks, outdoor community event space, accessible park land, and two new primary schools.
- Existing business will benefit from new residents and local services will be expanded or supplemented in line with the population growth.



The background is a vibrant, stylized illustration of a pond. At the top, there are large green leaves and a blue bird perched on a branch. In the center, a white swan swims on the water, with its reflection visible below. A person wearing a hat and a white shirt is in a small boat on the left, using a long pole to reach a green lily pad. At the bottom, a bee is shown near a green reed. The overall color palette is dominated by various shades of teal, green, and blue, with accents of yellow and white.

# CHAPTER FOUR

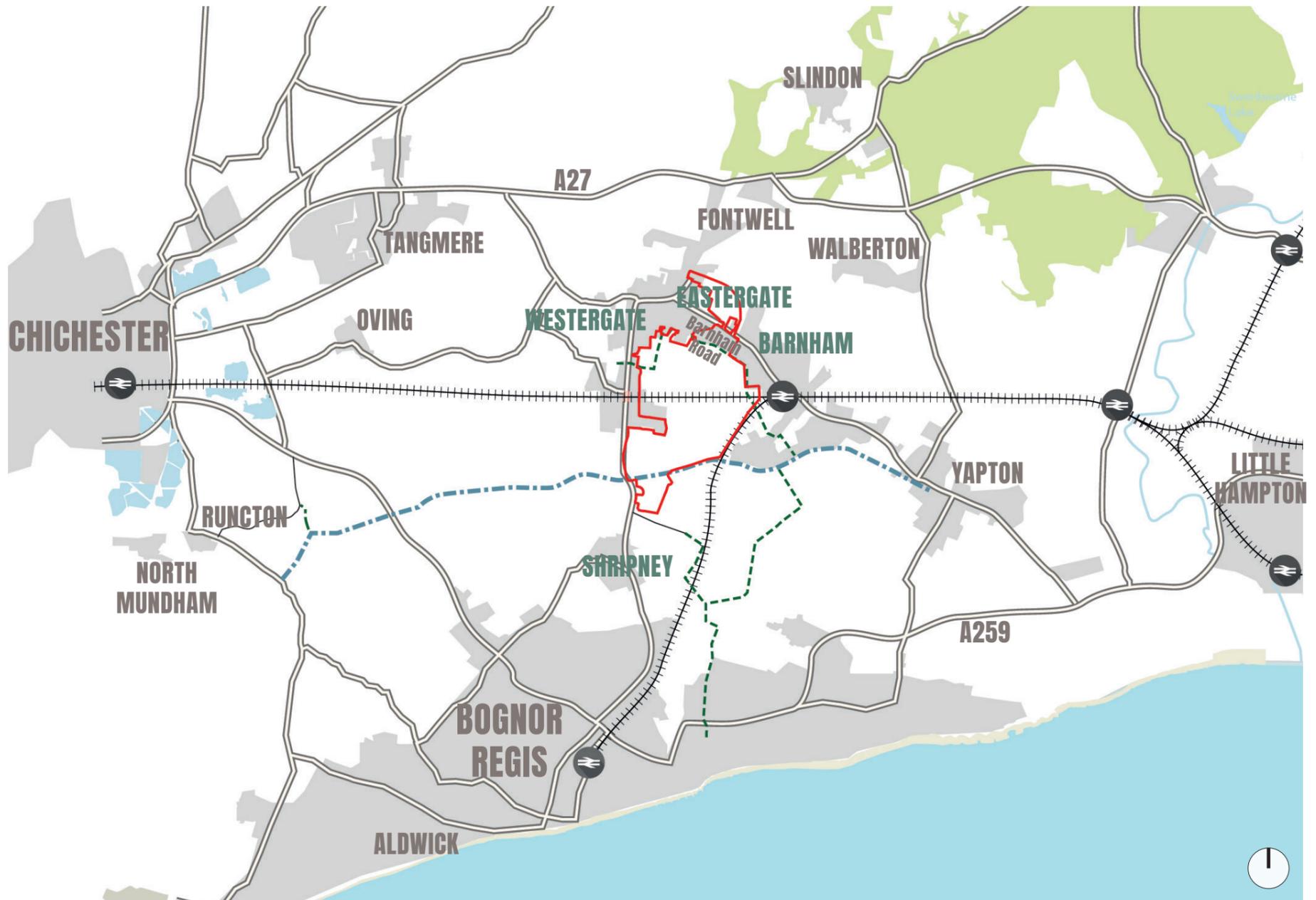
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About the Site

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## 4. About the Site

# The Wider Context



Illustrative Wider Context Plan

-  Railway line
-  Railway station
-  Road network
-  Public right of way
-  Long distance footpath
-  Allocation boundary

### Site Location

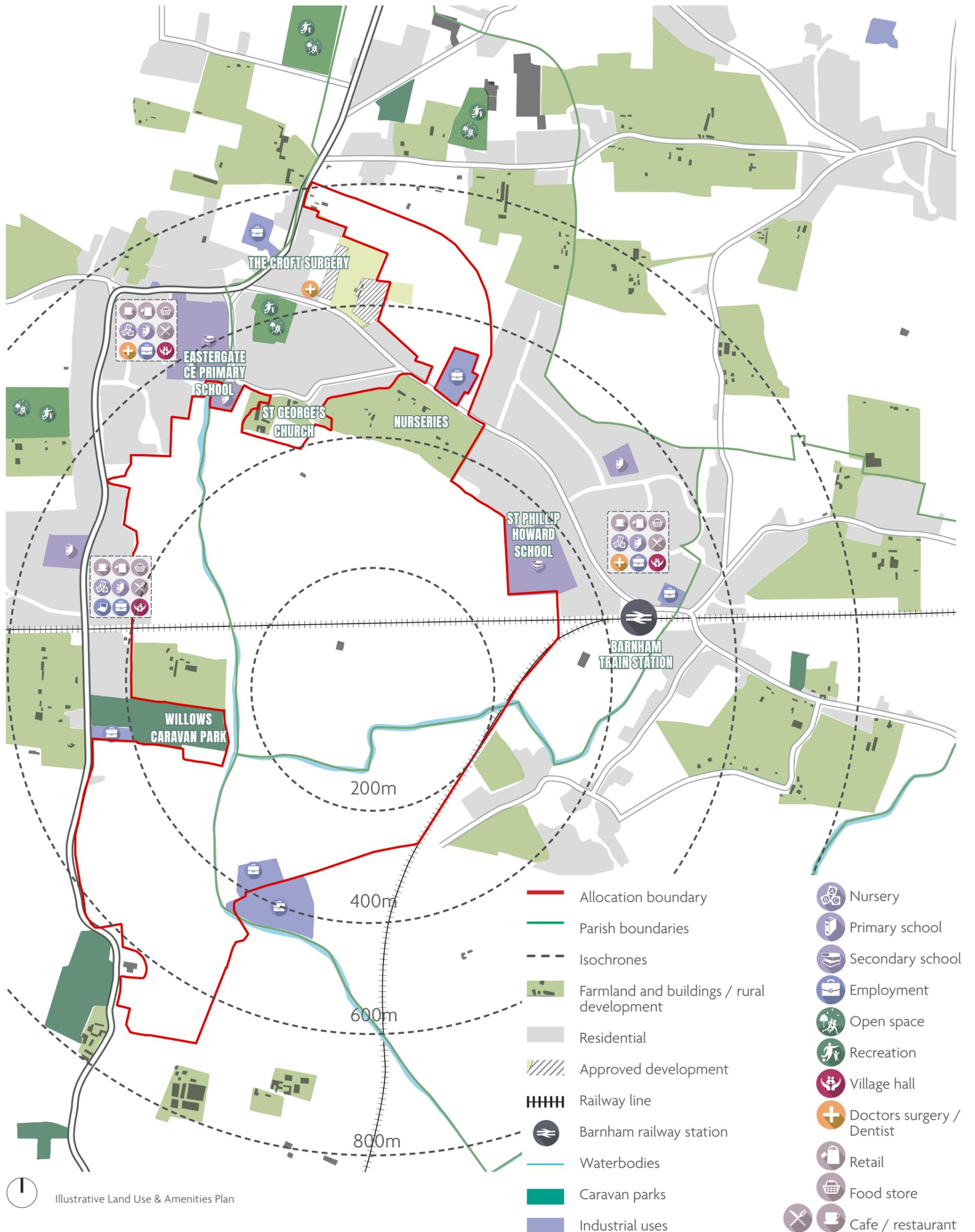
Barnham, Eastergate and Westergate are in West Sussex, on the Sussex coastal plain east of Chichester, north of Bognor Regis, and north-west of Littlehampton. The characteristics of the coastal plain define the area, namely low-lying fields - often small in size - divided by planting and/or watercourses. Much of the open land is devoted to agriculture and horticulture, and is subject to a high groundwater table.

### Site Allocation

The total area within the Strategic Allocation is circa 270 hectares / 668 acres which extends north and south of Barnham Road, Westergate Street and Lidsey Road to the west, and the existing settlement edge of Barnham to the east. The boundary is determined by the Local Plan Policy Map. The plan above highlights this boundary in red, and the key adjoining routes.

## 4. About the Site

# The Wider Context



Illustrative Land Use & Amenities Plan

# 4. About the Site

## The Wider Context

### The Six Villages

Aldingbourne, Barnham, Eastergate, Westergate, Walberton and Yapton are located in close proximity to one another, and are not separated by expanses of open, agricultural land. However, the villages exhibit their own identities. To move east along Barnham Road - from Eastergate into the centre of Barnham - is to experience a distinct sense of arrival at the heart of the settlement. Much of the route is lined by mature planting and trees, with homes set back from the road. Large food growing nurseries south of Barnham Road present a low intensity of development such that some sense of separation between Barnham and Eastergate is gained.

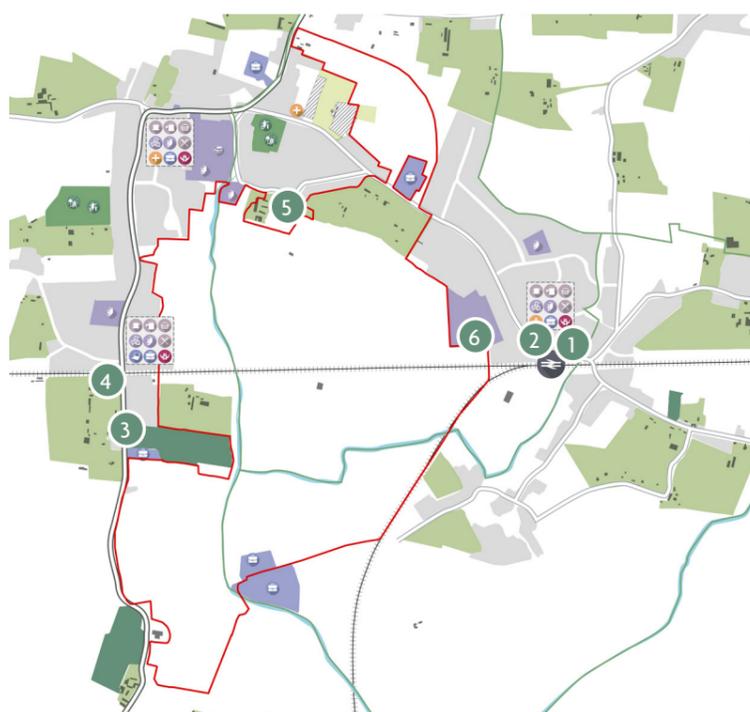
Of the settlements, Barnham is the largest. Barnham Parish is home to approximately 1,500 residents, although it is important to note that the western part of the settlement lies within the parish of Eastergate, home to a further 3,000 - 3,500 residents.

### Existing Local Amenities

The diagram on the preceding page illustrates the existing land uses across the six villages and the surrounding area. Residential development dominates the main access roads - Barnham Road and the A29, with the occasional presence of open space being nursery sites and playing fields. Mixed uses are concentrated on Barnham Road near Barnham Railway Station. The six villages are surrounded by open land most of which is devoted to agriculture and horticulture.

The construction of the railway station (Barnham Railway Station opened in June 1864) shifted the focus of the village northwards from 'Old Barnham'. The station is accessed north of the railway and is situated at what is now the heart of the village. Barnham Road contains a number of retail outlets including a convenience store, a barber's shop, a pub, takeaway, post office, a pharmacy and estate agents.

Educational establishments include St. Philip Howard Catholic High School in Barnham, Aldingbourne Primary School, Barnham Primary School, Ormiston Six Villages Academy and Eastergate C of E Primary School. The six villages also offer premises for community events, sports and recreation with the presence of the Six Villages Sport Centre, Eastergate Village Hall and Aldingbourne Sports and Community Centre.



Barnham railway station



Existing shops along Barnham Road



Lidsey Road



The Prince of Wales along Lidsey Road



Saint George's Church Eastergate

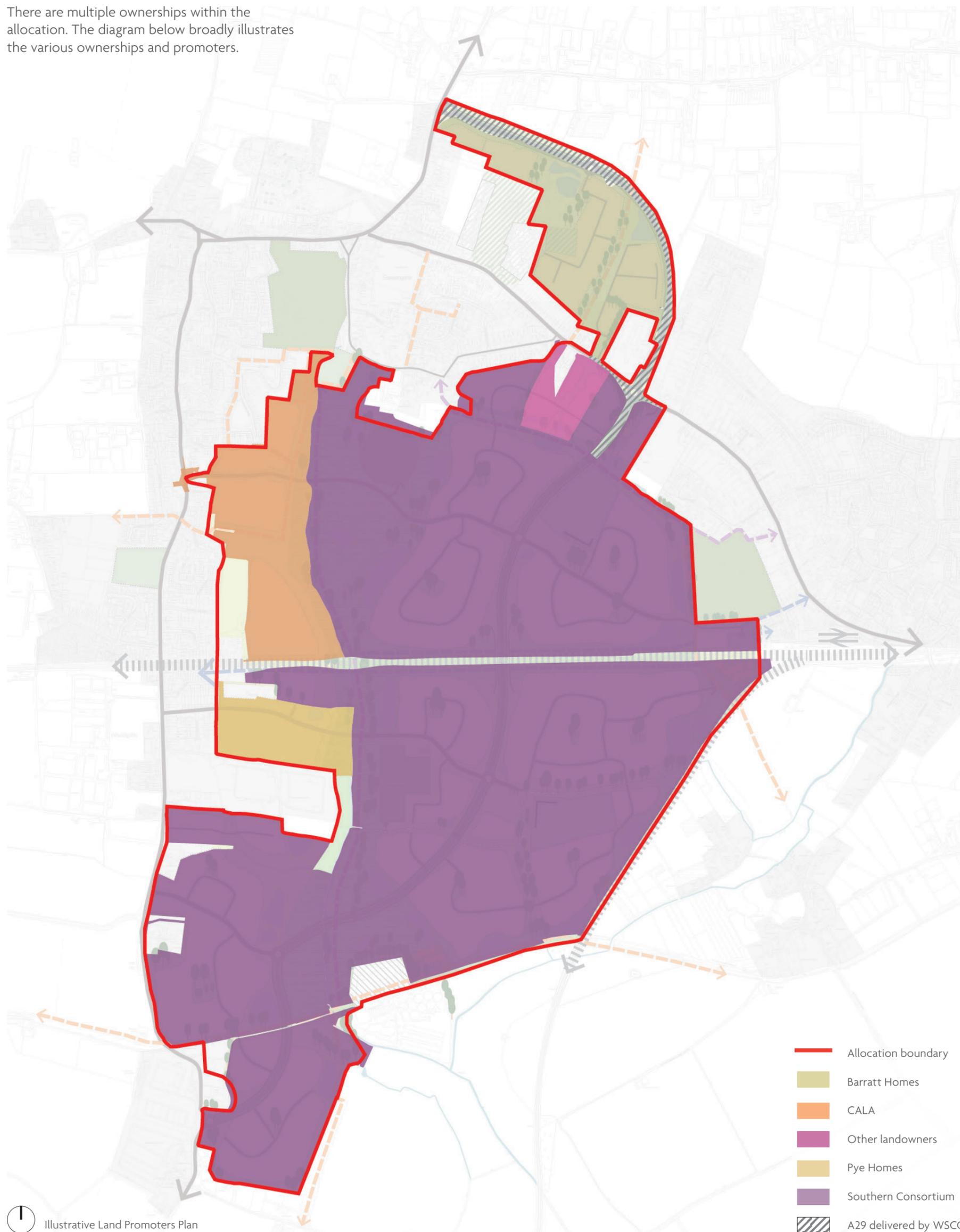


St Philip Howard Catholic School

## 4. About the Site

# Land Promoters

There are multiple ownerships within the allocation. The diagram below broadly illustrates the various ownerships and promoters.



Illustrative Land Promoters Plan

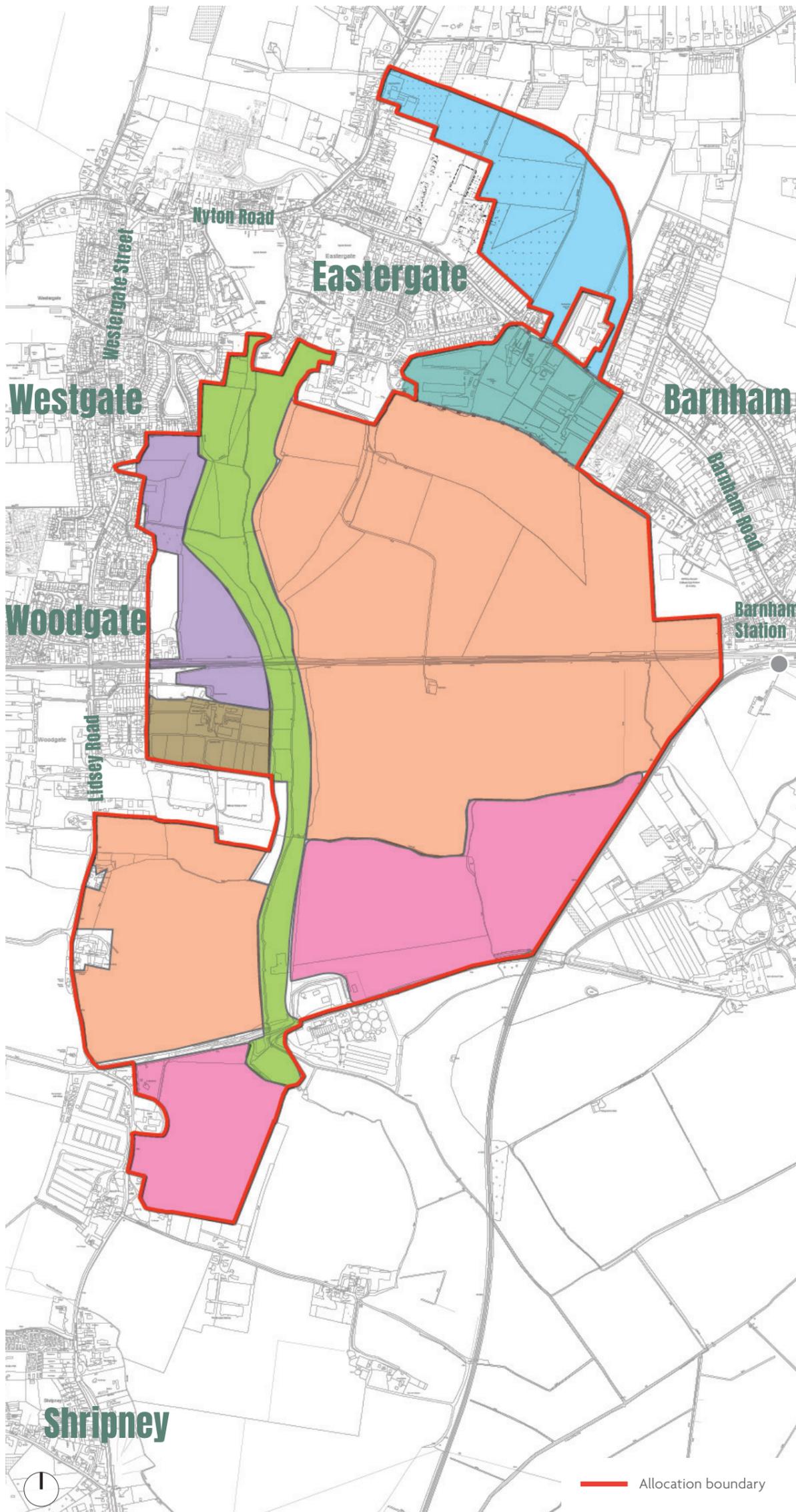
## 4. About the Site

# Site Characteristics

### SITE LANDSCAPE CHARACTER

The plan opposite shows the site landscape character areas. The text below describes the key characteristics of each:

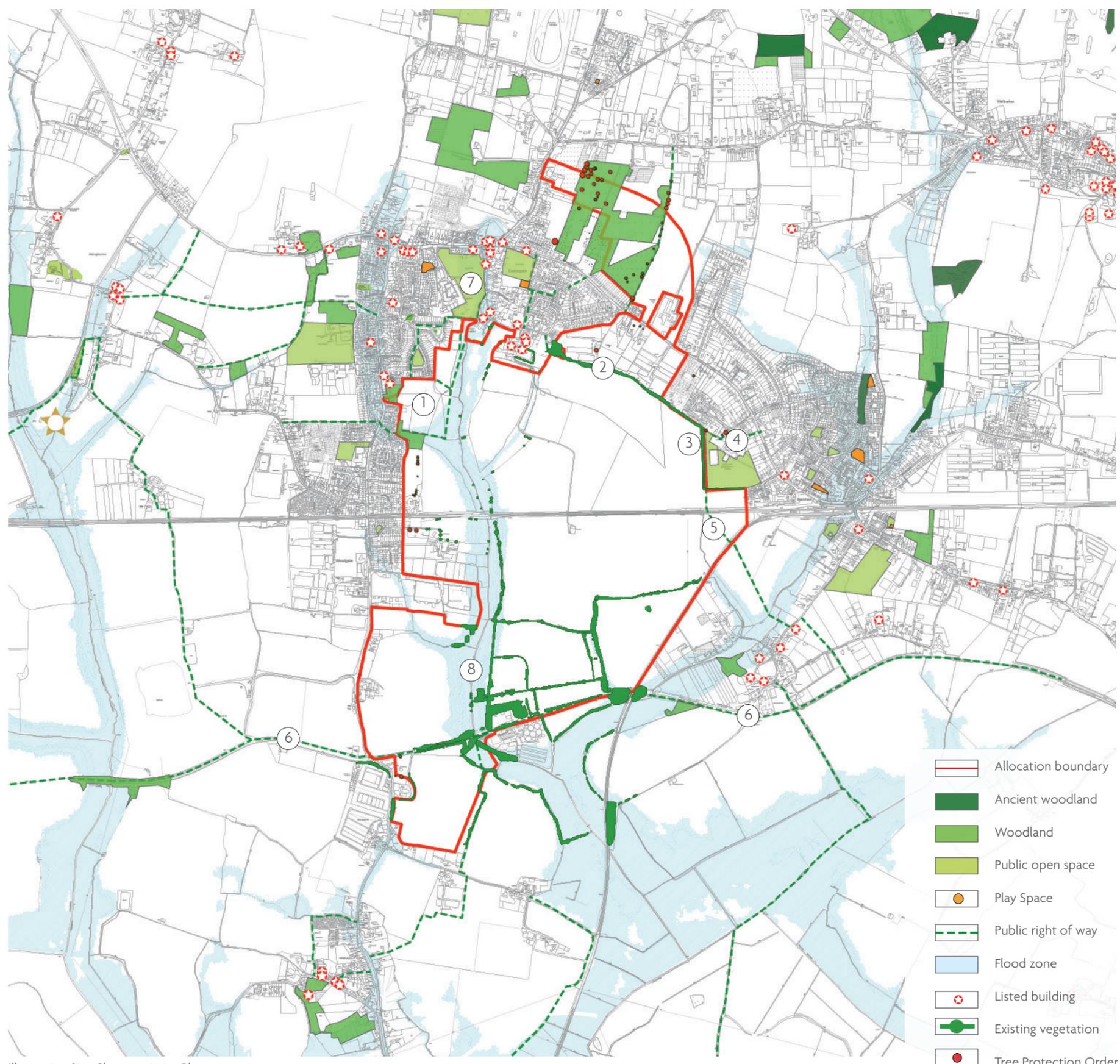
- Barnham Woodland Mosaic:**
  - A well contained, predominantly flat landscape;
  - Well treed area (with a north to south, rectilinear pattern evident) interspersed with scrub and grassland.
- Barnham Plant Nurseries**
  - Predominantly glasshouses and plant stock areas;
  - Interspersed with areas of hard standing;
  - Two glasshouse areas separated by paddocks and individual dwellings.
- Manor Farm**
  - Outlying western edge Manor Farm collection of agricultural barns, low silos, courtyards and associated hard standing.
- BEW Open Farmland**
  - Gently sloping topography;
  - Predominantly arable farmland with drainage ditches (as tributaries to the Lidsey Rife);
  - North-western area adjacent to Manor Farm forms landscape setting to Conservation Area and the Church;
  - New Barn south of the railway line is a distinct element in the landscape, due to the lack of surrounding vegetation;
  - Field boundary vegetation is sparse, resulting in an open landscape, allowing long views;
  - Bisected by Arundel to Chichester railway line;
  - Footpaths skirt the edges of this character area.
- Lidsey Rife Valley Corridor**
  - The predominantly rural and enclosed valley floor meadows and lower valley sides to the Lidsey Rife;
  - Contains designated rights of way and informal paths following the alignment of the Rife.
- Westergate Meadows and Farmland**
  - A series of small-scale fields, enclosed by trees on the settlement edge.
- Woodgate Equestrian**
  - A collection of barns and sheds set within areas of hard standing;
  - Vehicle storage;
  - Associated equestrian paraphernalia;
  - Paddocks with boundaries marked by fencing;
- BEW Enclosed Farmland**
  - Predominantly arable farmland;
  - Includes a reservoir;
  - Field boundaries marked by mature vegetation and tree belts.
- Former Chichester to Arundel Canal**
  - A linear route across the landscape, flanked by trees and / or hedgerows.



Plan showing site level Landscape Character Area Map (fabrik, 2020) Rev C

## 4. About the Site

# Site Characteristics



Illustrative Site Characteristics Plan

## Wider Landscape Features

Existing Public Open Space comprises small informal pocket parks, a number of recreation grounds, and school grounds. [Source: ADC Green Infrastructure Maps]

Existing valuable landscape assets include ancient woodland, deciduous woodland and traditional orchards. [Source: DEFRA MAGIC mapping]  
Existing ecological infrastructure is relatively poor, being historically managed as intensive arable farmland. Apart from the area north of Barnham Road and field boundary features, tree coverage within the site is sparse.

A number of Public Rights of Way [PROW] are clustered in the northwest around the Westergate Meadows [1]. A key PROW runs south of Barnham Plant Nurseries [2] forking at the northwest boundary of St Phillips Howard School [3]; one leg continues east to Barnham Road [4], the other heading south crossing the railway line [5] and continuing to the PROW on the former Portsmouth - Arundel Canal [6]. This latter route constitutes the only contiguous PROW in or proximal to the site. It runs on an east-west axis, connecting to the Aldingbourne PROW. There are no contiguous rights of way heading either north or south from the site, particularly on the alignment of the Lidsey Rife corridor [7 & 8].

## 4. About the Site

# Site Characteristics



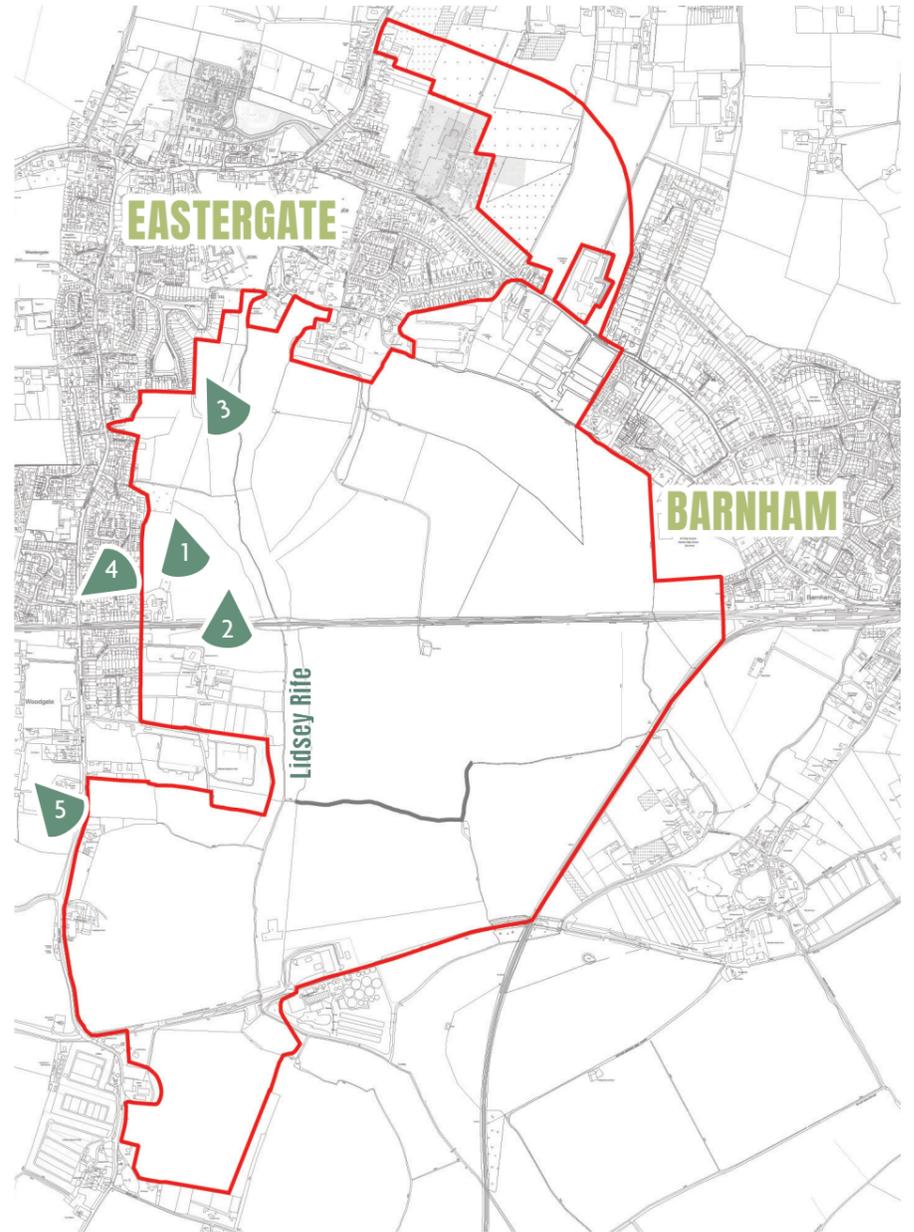
View looking south towards the elevated railway line at the Rife Valley



Pedestrian rail tunnel at the Rife Valley



View looking south along the Lidsey Rife Valley



Key plan



View looking north east at the predominantly flat landscape of open views



View demonstrating that most of the site is intensively farmed

## 4. About the Site

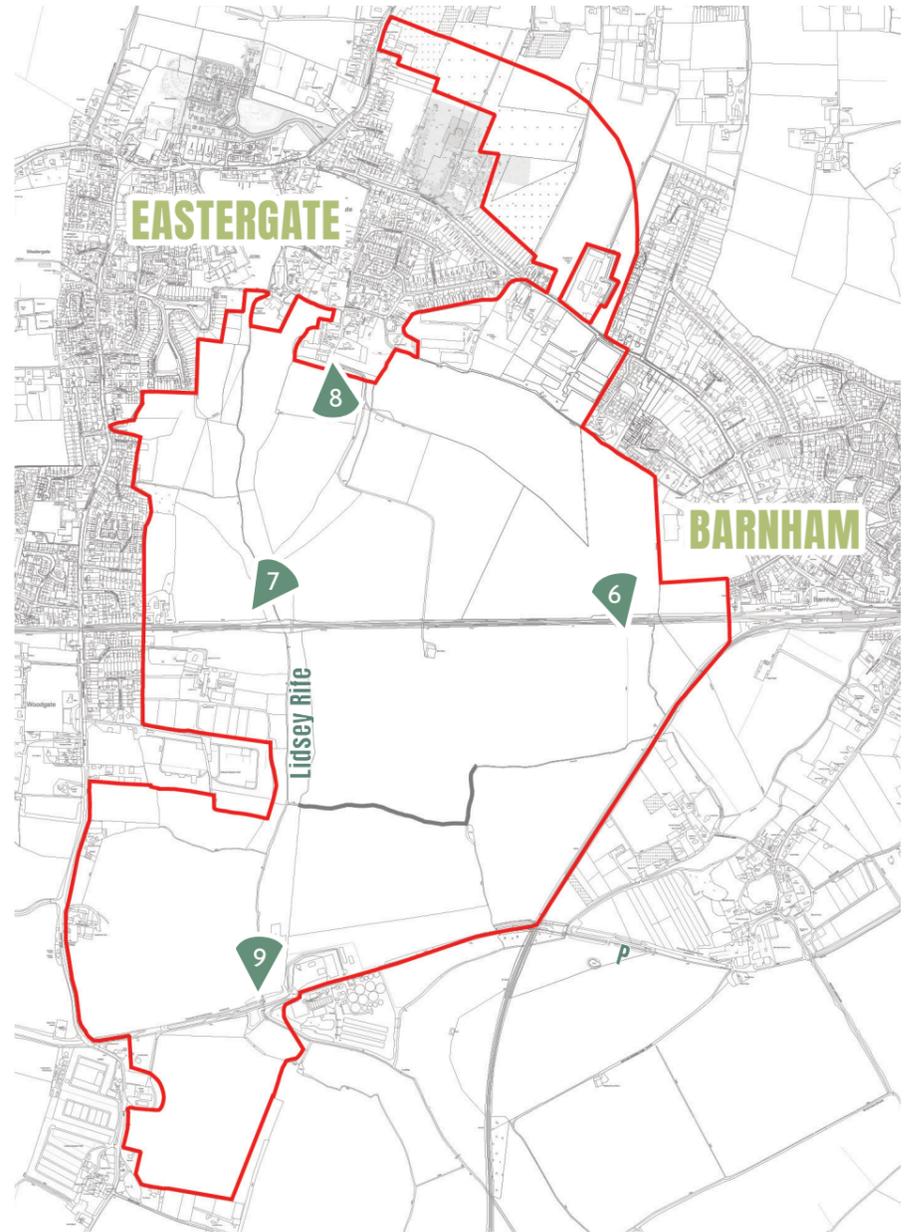
# Site Characteristics



View looking northwards - St Philip Howard School is visible on the right of the image



View from PROW alongside Rife looking just north of rail line, looking north east



Key plan



View from St George's Church churchyard, Eastergate, looking south



View from PROW adjacent to Lidsey Oil Field, looking north west

## 4. About the Site

# Site Characteristics



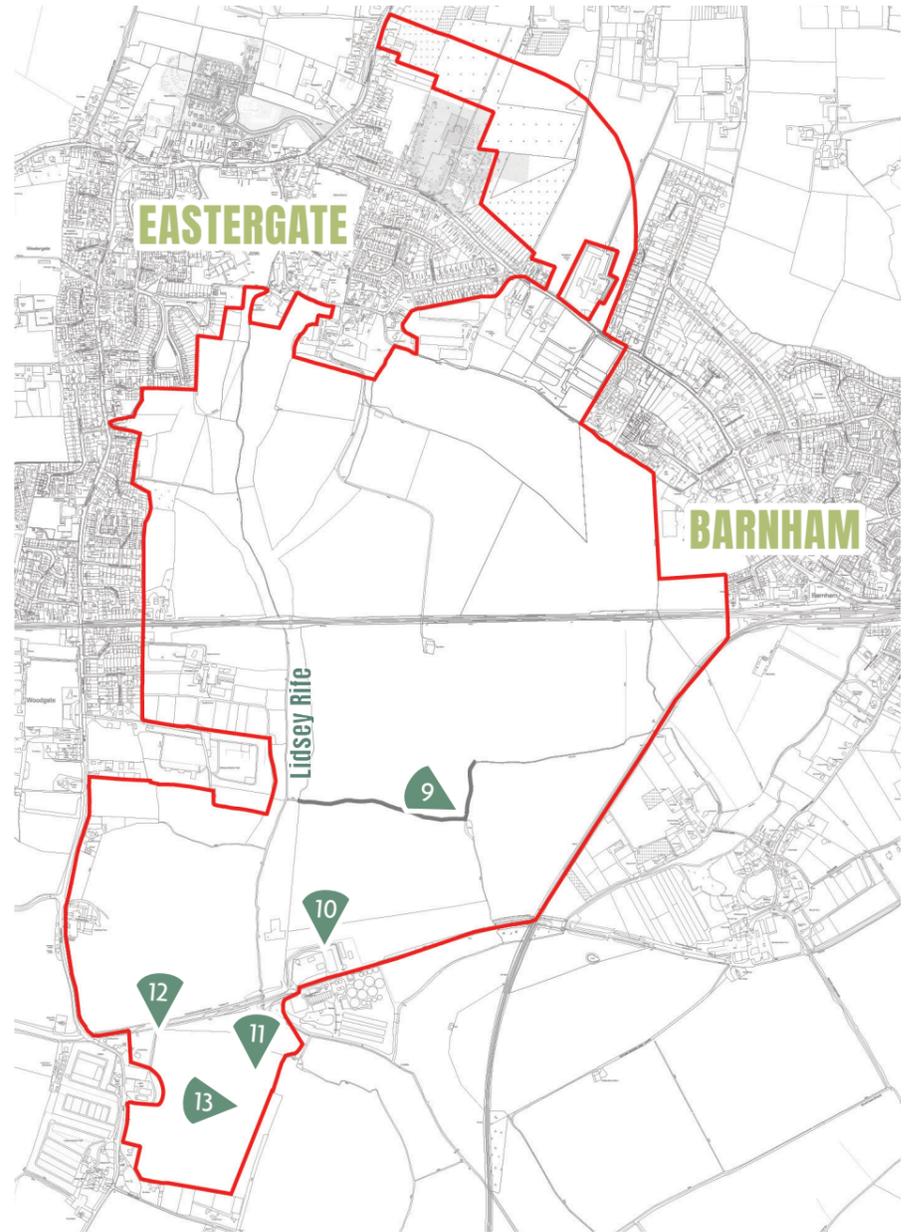
View looking westwards, an existing line of trees and hedgerows are visible in the distance



View north towards an existing field boundary



View looking north towards an existing tree belt



Key plan



View looking north onto the existing farmland from an existing track



View looking west towards the existing commercial buildings along Lidsey Road

# 4. About the Site

## Site Analysis

### Heritage Assets

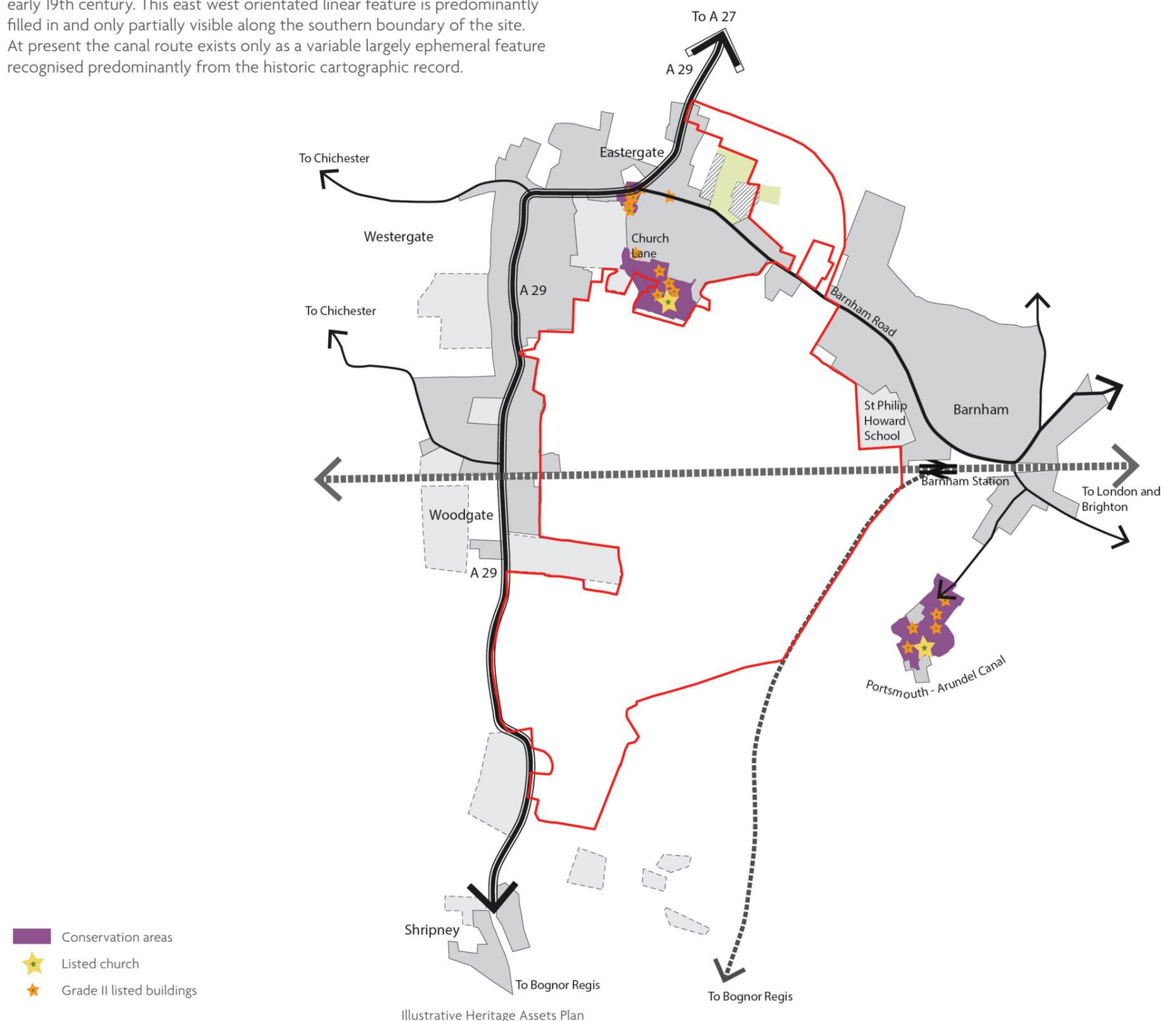
A small part of the site allocation falls within the Church Lane Eastergate Conservation Area. There are no other Conservation Areas or listed buildings within the site allocation. Church Lane Eastergate Conservation Area adjoins the northern boundary of the core part of the site allocation north of the railway line and contains a number of listed buildings, including the Grade II\* listed St George's Church and Grade II Eastergate House. St George's Church lies within the south east quadrant of the Conservation Area and is close to the boundary of the site allocation. As such, the setting and views to and from the Church will be considered as the masterplan progresses.

Eastergate Square Conservation Area is located further to the north and also contains Grade II listed buildings. To the east of the allocation is Barnham Church Lane Conservation Area. The Parish Church of St Mary's, Church Lane and Barnham Court house within the Conservation Area are both Grade I listed. Due to separation distances and existing features providing screening, there are no direct views between the site allocation and these heritage assets.

The southern boundary of the site is marked by remnants of the Portsmouth and Arundel Canal which forms a historic feature in the landscape from the early 19th century. This east west orientated linear feature is predominantly filled in and only partially visible along the southern boundary of the site. At present the canal route exists only as a variable largely ephemeral feature recognised predominantly from the historic cartographic record.

### Archaeology

From a review of the Historic Environment Record, which contains records of previous archaeological finds within the allocation site area, there are few areas that contain archaeological remains of high significance. The site lies within the West Sussex Coastal Plain and it is anticipated that there could be archaeological potential for the Bronze Age, Iron Age and Roman periods. As best practice, a desk based archaeological assessment would accompany planning applications as relevant where development is proposed in areas of archaeological potential.



## 4. About the Site

# Site Analysis



Intensively managed arable land



Lidsey Rife



Intensively managed arable land

J. Plant remains

### Ecology

There are no statutory or non statutory designated sites of nature conservation interest located within or adjacent to the allocation. The vast majority of the site comprises intensively managed arable land, which provides very few opportunities for faunal groups and is of negligible ecological interest. However, features such as streams, hedgerows, tree lines and grassland within the site are of greater interest, both in terms of the intrinsic value of the habitats present as well as the potential opportunities that they provide for faunal species.

Species and groups recorded within the site and local area include an assemblage of breeding birds, foraging and commuting bats, common reptiles, Water Voles and Badgers. Due to the current management regime at the site, opportunities for these species / groups are largely limited to the stream corridors and/or hedgerows which pass through the site, with the arable land providing few, if any, opportunities.

Given the existing baseline, it is considered that there is significant scope to not only safeguard existing features of interest, but moreover to deliver improvements, both in terms of the quantity and quality of habitats, and in turn the opportunities that they provide for wildlife.

### Groundwater

Groundwater monitoring locations have been installed at strategic locations throughout the Framework Masterplan area and continues to be monitored on a regular basis. Feedback from ADC drainage engineers supports initial findings that Winter groundwater levels were generally quite high across the area. The shallow depth to groundwater in many areas means that infiltration will unlikely be the primary means of surface water disposal for land south of Barnham Road, but where possible can be used in locations where groundwater is deeper and on a local scale to support other source control measures.

### Foul Water

Southern Water are undertaking a series of studies to look at the improvements that are needed to the nearby treatment works to enable development to be connected to these systems. Southern Water are leading on this 'Risk and Value' design process but continue to liaise with representatives of the various design teams to understand the requirements for phasing as well as total housing numbers proposed.

### Watercourses

There is floodplain associated with the Lidsey Rife that follows a reasonably well-defined valley or depression through the Framework Masterplan area northwards towards the source of the Lidsey Rife near Fontwell Avenue. Overall, flood risk to the Framework Masterplan area is generally low as a vast majority is located within Flood Zone 1, the area at lowest risk of flooding. This includes floodplain extents that take into account climate change affecting flows in rivers and also as a result of sea level rise.

Proposals intend to daylight the school stream as part of the Framework Masterplan. Plans are currently being developed to identify a suitable route and cross section of the new open watercourse, providing improvements and realignment to other sections of field drains as necessary.

Areas within the well-defined floodplain are largely given over to the Linear Park feature throughout the Framework Masterplan encouraging appropriate and sustainable uses within the floodplain.

The Environment Agency remain a key stakeholder when considering the Lidsey Rife as it is considered a Main River and so under their responsibility. Proposals along the Rife corridor should seek to align with strategic flood mitigation proposals outlined by the Environment Agency and any significant infrastructure such as road crossings will need to be designed in consultation with the Environment Agency.

# 4. About the Site

## Site Analysis

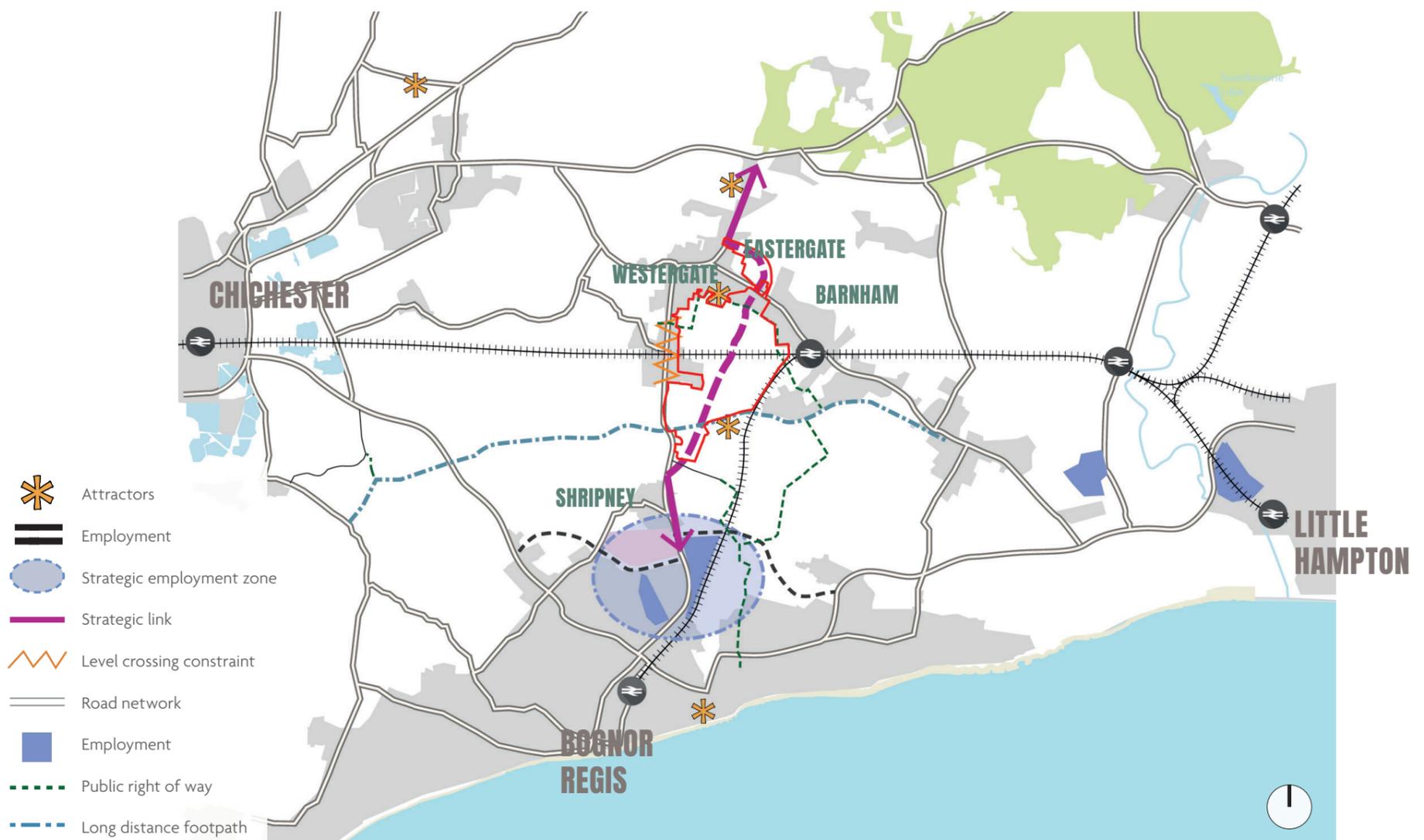
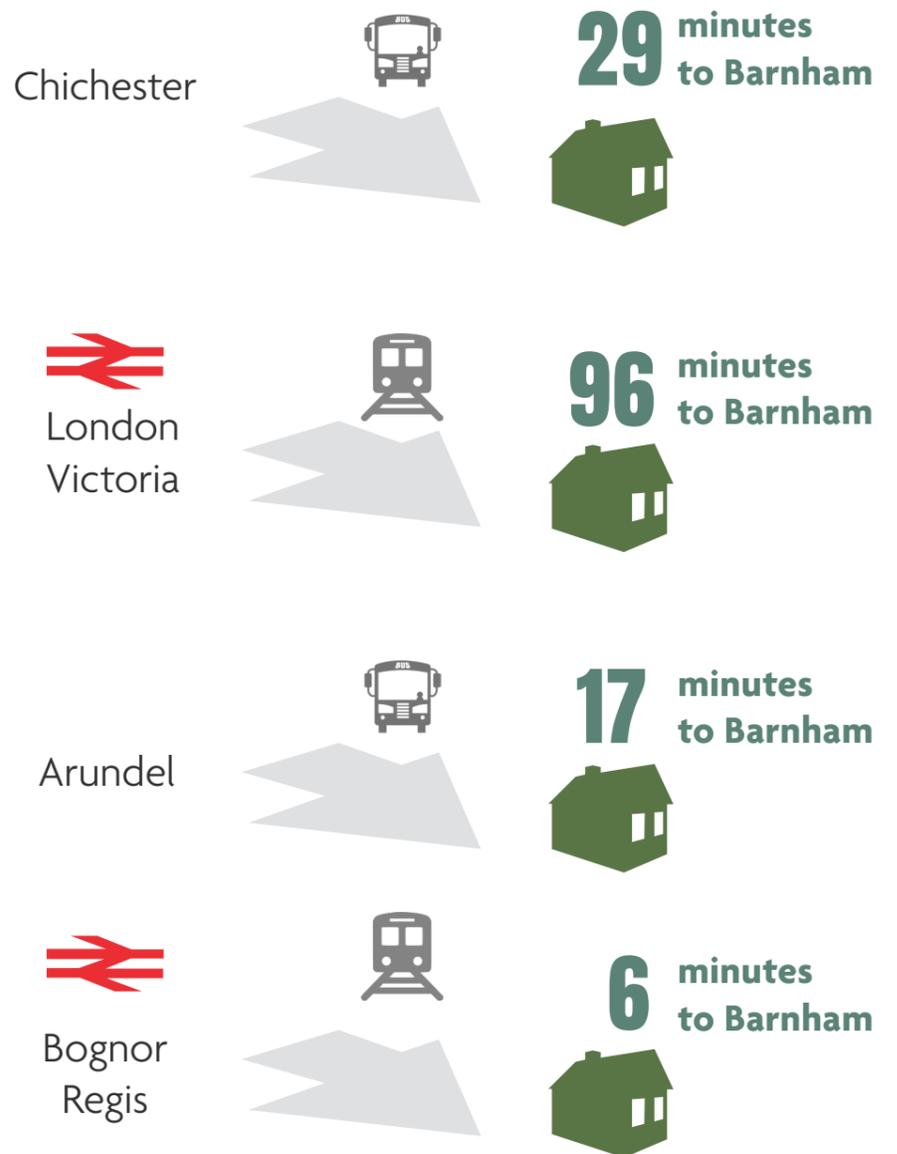
### Highways

The 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 delays during peak times due to the length of time the barrier is closed. This impacts on journey times for those travelling north-south through the area.

An additional constraint is the War Memorial Roundabout. This roundabout is the junction of Barnham Road, Nyton Road and Fontwell Avenue and is constrained in terms of what highway capacity improvements could be made. The realigned A29 would unlock the proposed development and allow improved journey times through this area specifically with a new road bridge across the railway.

### Public Transport

The site is well connected with local and national rail and bus links from Barnham. Bognor Regis is in close proximity to the south, accessible by train in just over five minutes. Local bus links connect Barnham to Chichester to the west and Arundel to the north east, in under thirty minutes. Direct trains connect Barnham to London, arriving at London Victoria Railway Station in approximately one-hour thirty.

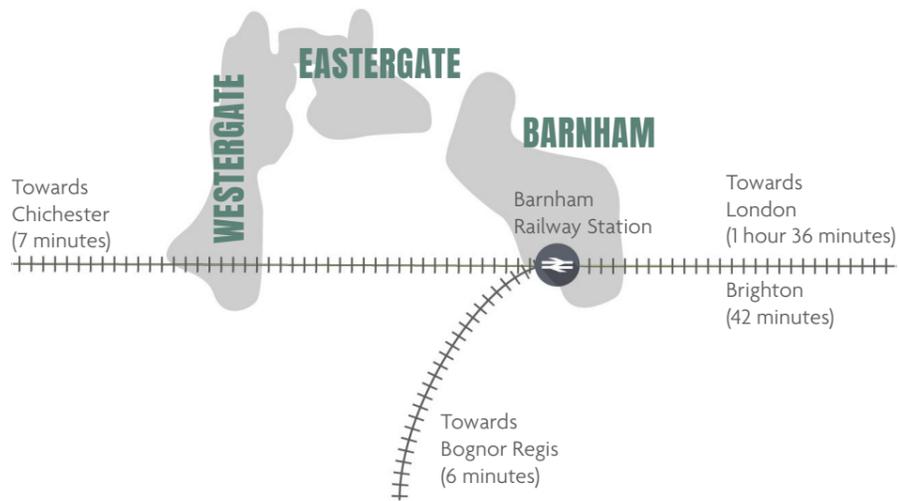


Strategic Movement Network

# 4. About the Site

## Site Analysis

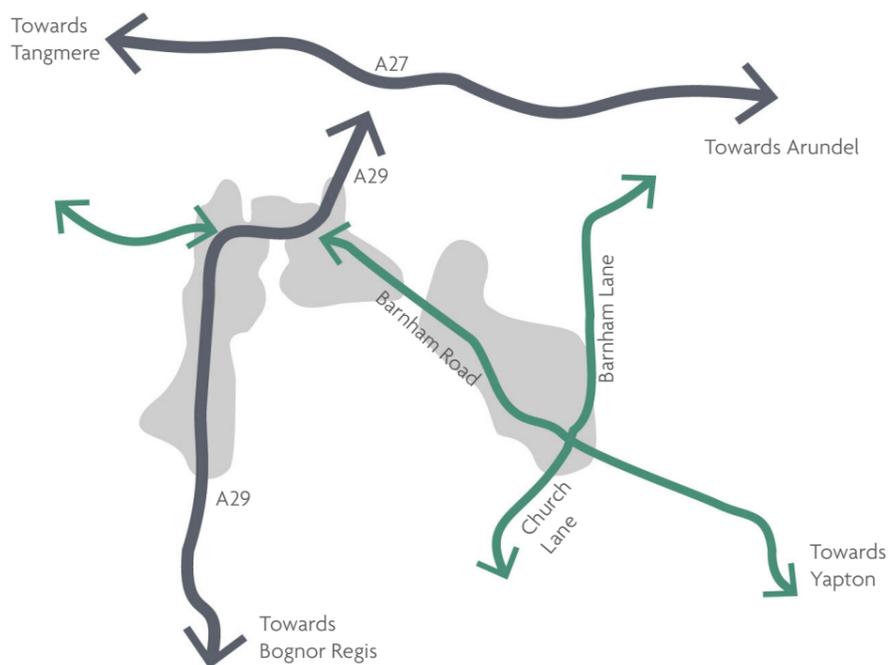
### Transport & Movement



### Existing Rail Connections



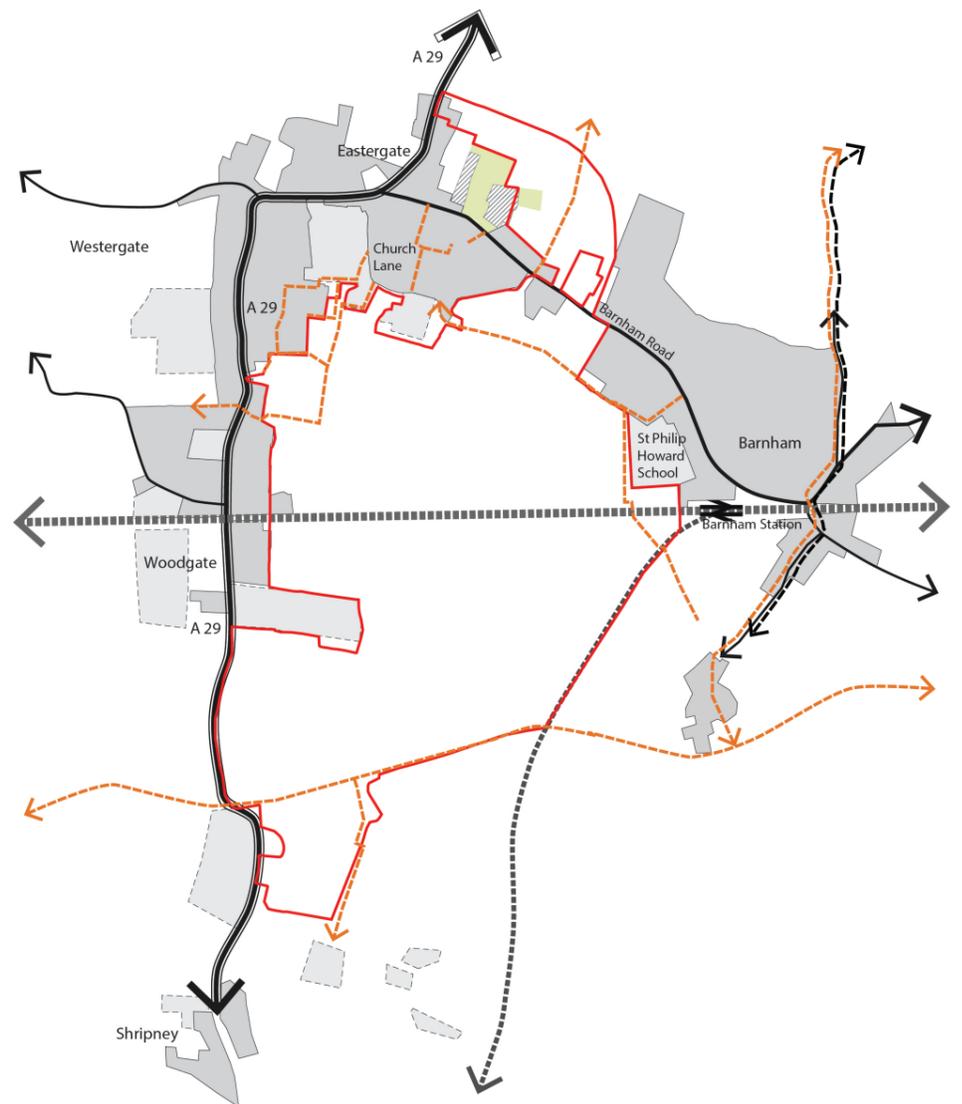
### Existing Bus Connections



### Existing Vehicular Connections

### Pedestrian Connections

Pedestrian access to the proposed development site is to be gained from the surrounding footpaths and footways. The majority of Shripney, Lidsey, Woodgate, Westergate, Eastergate and Barnham are all accessible by foot from the site boundary within 10 minutes. There are also numerous Public Rights of Way which permeate the site and provide connections to the surrounding area. These are incorporated into the masterplan for the proposed development.

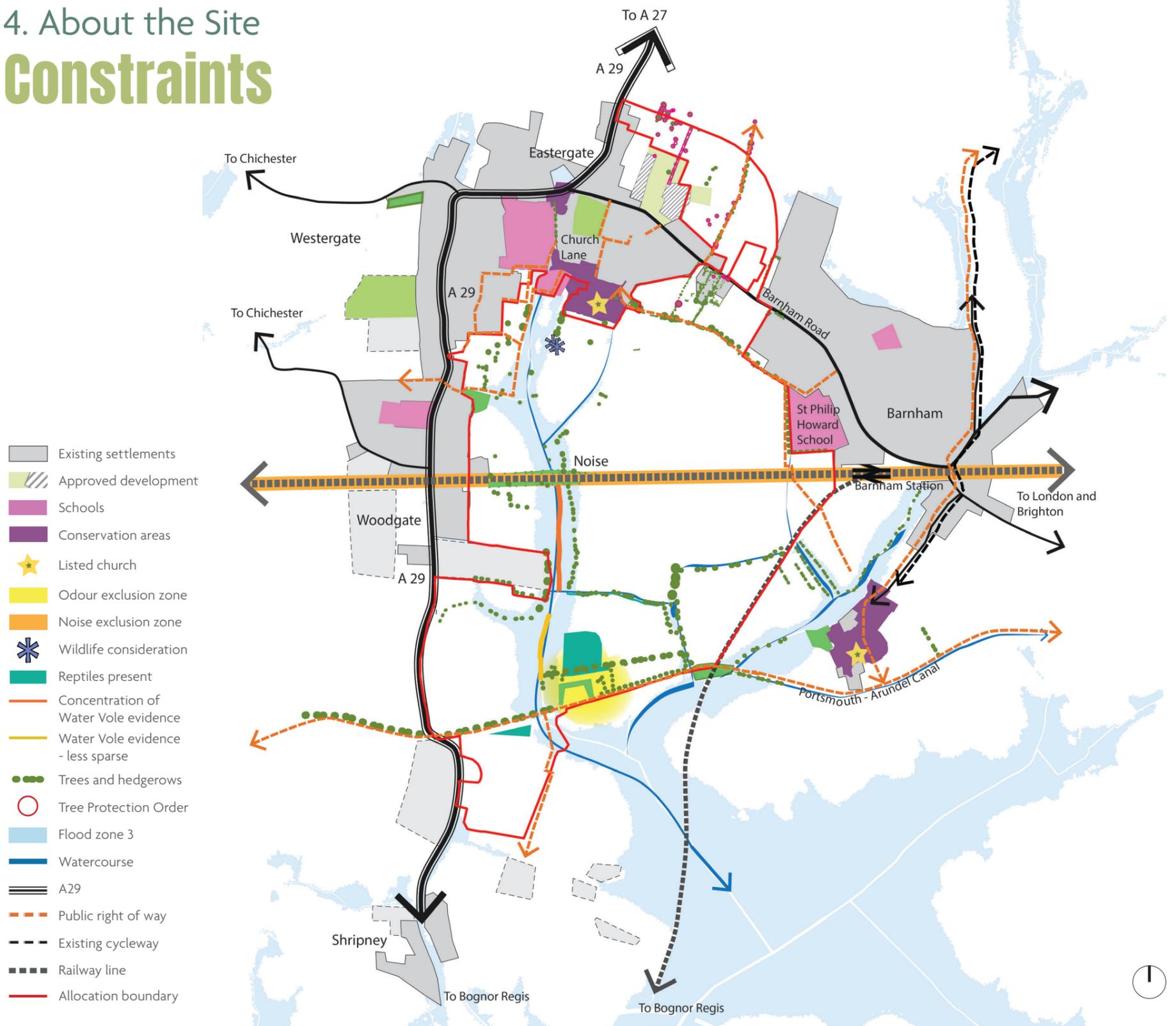


### Existing Pedestrian Connections

- Allocation boundary
- - - Existing Public right of way
- - - Existing cycleway
- . . . . . Railway

## 4. About the Site

# Constraints



The site displays varying characteristics, some of which act both as constraints and opportunities to the development.

### 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 and directly adjoins the site of the Grade II\* listed St George's Church. Barnham Court Conservation Area contains the Grade I listed St Mary's Church. The future proposals on the allocation site will need to ensure that the heritage setting of these areas is considered as appropriate.

### Railway Line

The railway line currently acts as a barrier to north-south movement and also presents a noise impact. North-south movement is currently possible in three areas;

- Western underpass adjacent to 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 a sufficient size for a person to pass through. The Framework Masterplan will need to incorporate secure railway crossings and to set back any new development beyond the noise exclusion zone.

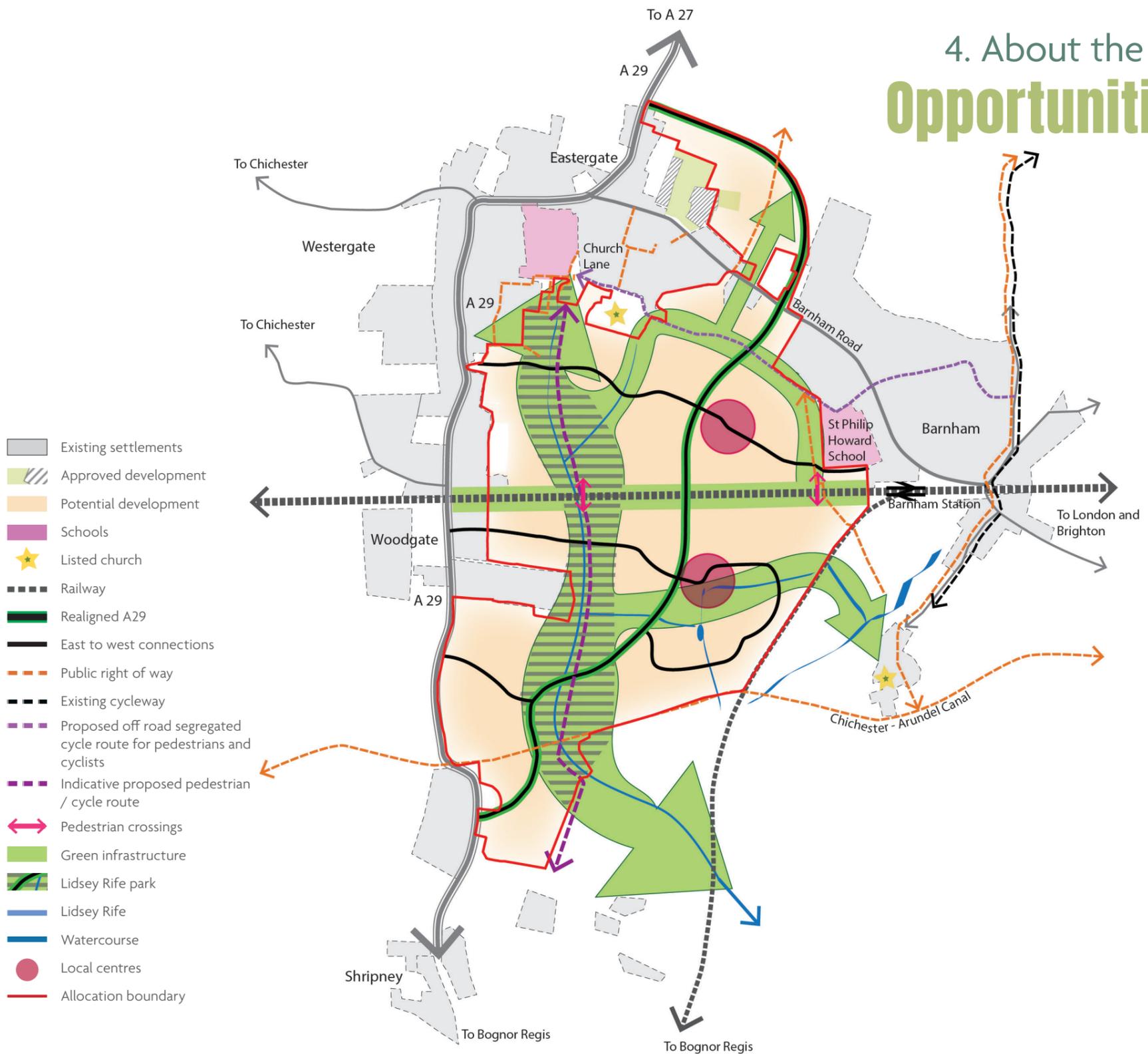
### Waste Water Treatment Works & Lidsey Oil Field

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. The Southern Water Waste Water Treatment Works can emit odours which will need to be taken into account in 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. The Framework Masterplan would need to take into consideration the current watercourses, many of which contain wildlife.

## 4. About the Site Opportunities



Despite the constraints presented, the site's characteristics provide ample opportunities to embed and enhance specific features into future proposals.

### The Lidsey Rife Corridor

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

### Mature Trees & Hedgerows

Being 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. The opportunity is 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 as well as an alternative route to get around in the wider area. The route is also an opportunity to provide safer pedestrian and cycle connections across the railway. The policy requirement of an east-west link north of the railway is an opportunity to provide a more direct connection to the Barnham railway station.

### Public Rights of Way

Several public rights of way run across the site which present the opportunity to ensure the proposed development links to this existing network. There is an opportunity to improve connections across the railway line.

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 along 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 as well as provide new complementary community benefits. There is the potential opportunity for the introduction of two local centres that support the existing and new neighbourhoods.



# CHAPTER FIVE

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## The Framework Masterplan

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# 5. The Framework Masterplan

## Framework Principles

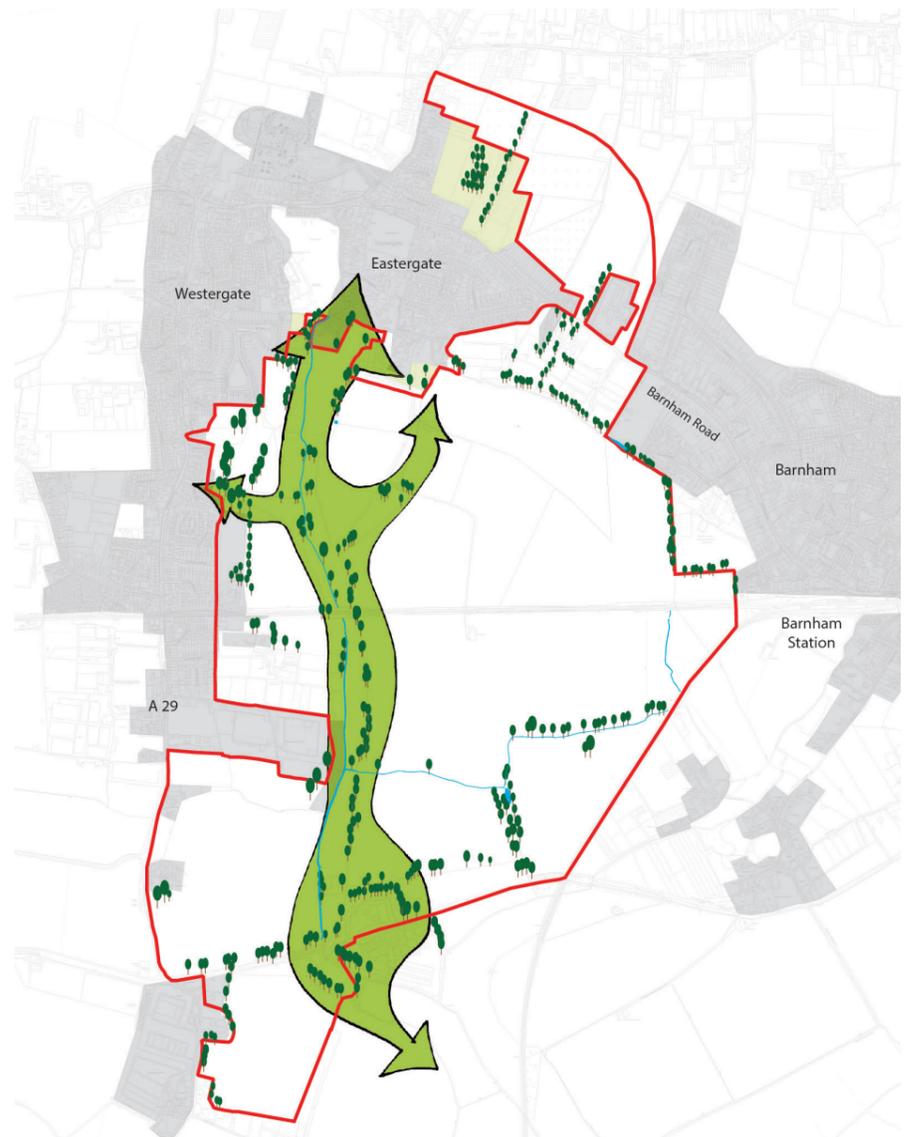
The following principles are intended to ensure that the Framework Masterplan responds to and connects with the surrounding context. These elements establish design principles for a new community, a series of distinct neighbourhoods with vibrant centres structured by their landscape setting. This section concludes with the Framework Masterplan underpinned by these Framework Principles.

### 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.

-  Allocation boundary
-  Existing vegetation
-  Existing watercourses
-  Lidsey Rife Linear Park

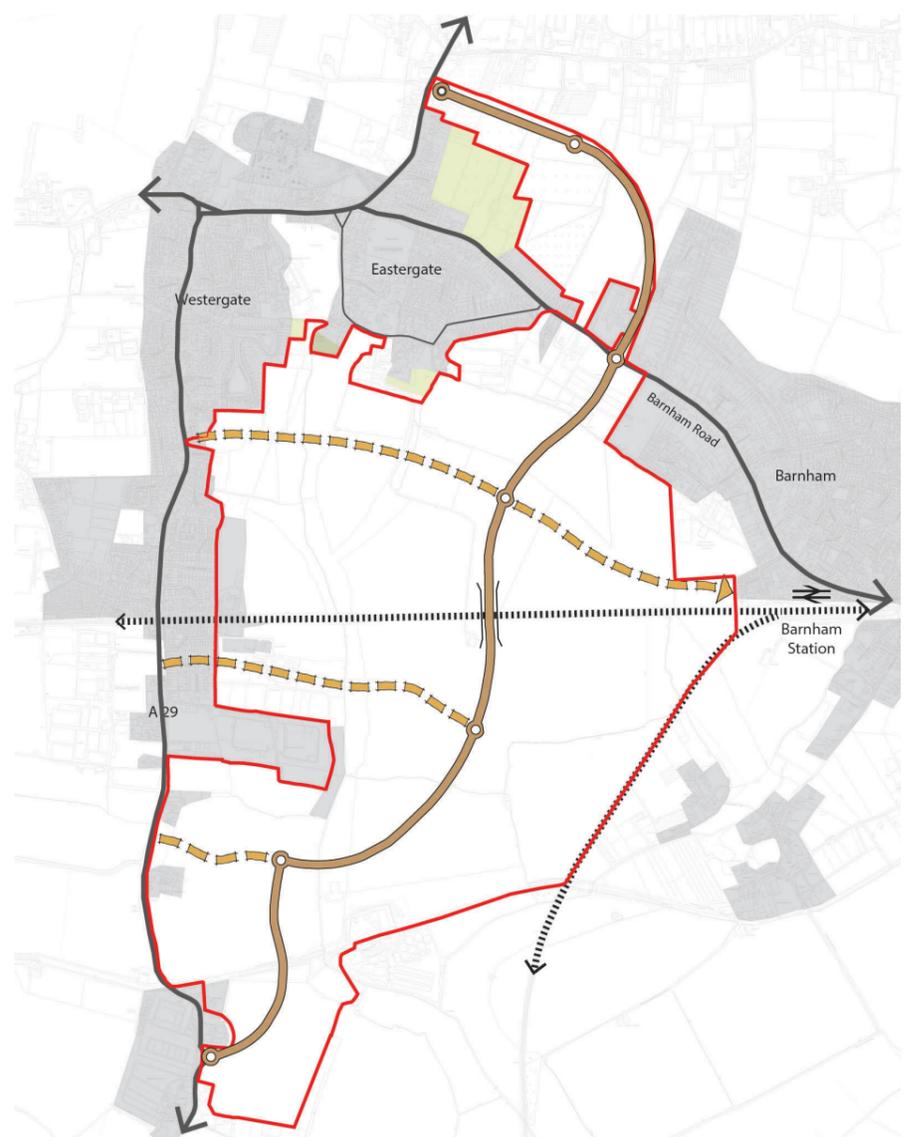


### 2.

#### Creating Strategic Links

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

-  Allocation boundary
-  Railway
-  Existing road network
-  Realigned A29
-  East-west connections
-  Proposed bridge over railway



# 5. The Framework Masterplan

## Framework Principles

### 3. Enabling Sustainable Connections

Knitting into the existing public footpaths within the surrounding areas as well as providing new pedestrian and cycle connections south of Barnham Road, to the Portsmouth-Arundel canal route and incorporating a new north-south pedestrian and cycle route along Lidsey Rife.



-  Allocation boundary
-  Existing public footpath
-  Proposed off road cycle & footpath
-  Indicative proposed cycle route
-  Shared cycle & footpath within highways corridor
-  Proposed car park

### 4. Integrating a Multifunctional Green Network

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



-  Allocation boundary
-  Lidsey Rife Linear Park
-  Green corridors
-  Pocket parks
-  Play areas
-  Sports Hub

# 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



# 5. The Framework Masterplan

## The Framework Masterplan



Illustrative Framework Masterplan

## 5. The Framework Masterplan

# Establishing Vibrant Mixed Use Centres

This artist's impression shows the public square within the mixed use local centre south of the railway line. The local centre is in the heart of the new neighbourhood, providing a range of facilities including a primary school, library and shops. It will be a place offering opportunities for recreation, education, employment, and relaxation for people of all ages.

The view is from the entrance of the school which fronts onto the new square, bringing life and activity to the space. A new community building and shops line the north and western edges of the square. Combining these uses in one place creates a focal point for activity and social interaction, as well as a destination for the new community. The local centres could also be an appropriate alternative location for a potential care home if required.

A green link – characterised by an existing watercourse and tree belts connects into and through the square, introducing green and blue landscape into the space, as well as attractive walking and cycling routes that connect into the wider network of green spaces.

The current design for the southern local centre presents its co-location with the primary school. This is considered a successful arrangement from a masterplan perspective however discussions are ongoing with Arun District Council officers including the potential option of relocating the centre to the west of the new A29. Final details of the southern local centre will be submitted as part of the planning application for this part of the site.



“Community facilities need to be flexible spaces - more village halls will not be sustainable. Library “facility” is helpful wording. Use is going to change radically over time.”

Quote from public consultation Aug 2020



## 5. The Framework Masterplan

# The Lidsey Rife Linear Park

A new Linear Park, centred on the existing Lidsey Rife will deliver a range of amenities including sports pitches, wildlife habitats and walking and cycling routes. The park will be overlooked by new homes, creating a positive edge to this new public space. A strategic 'South Downs to Coast' cycle route will be provided, connecting from Eastergate southwards, under the railway line, towards Bognor Regis.

The park forms an integral part of a network of green spaces, enabling existing and new residents to walk and cycle through attractive green spaces, promoting active lifestyles and improving health and wellbeing.

Lidsey Rife Linear Park will deliver a nature recovery network; wild places are protected, natural systems are connected, providing a bigger area for wildlife integrated within the wider landscape. The artists' impression illustrates the multi-functional nature of the space, with wilder, natural environments for wildlife (on the right of the image) and opportunities for recreation and relaxation for new and existing residents.



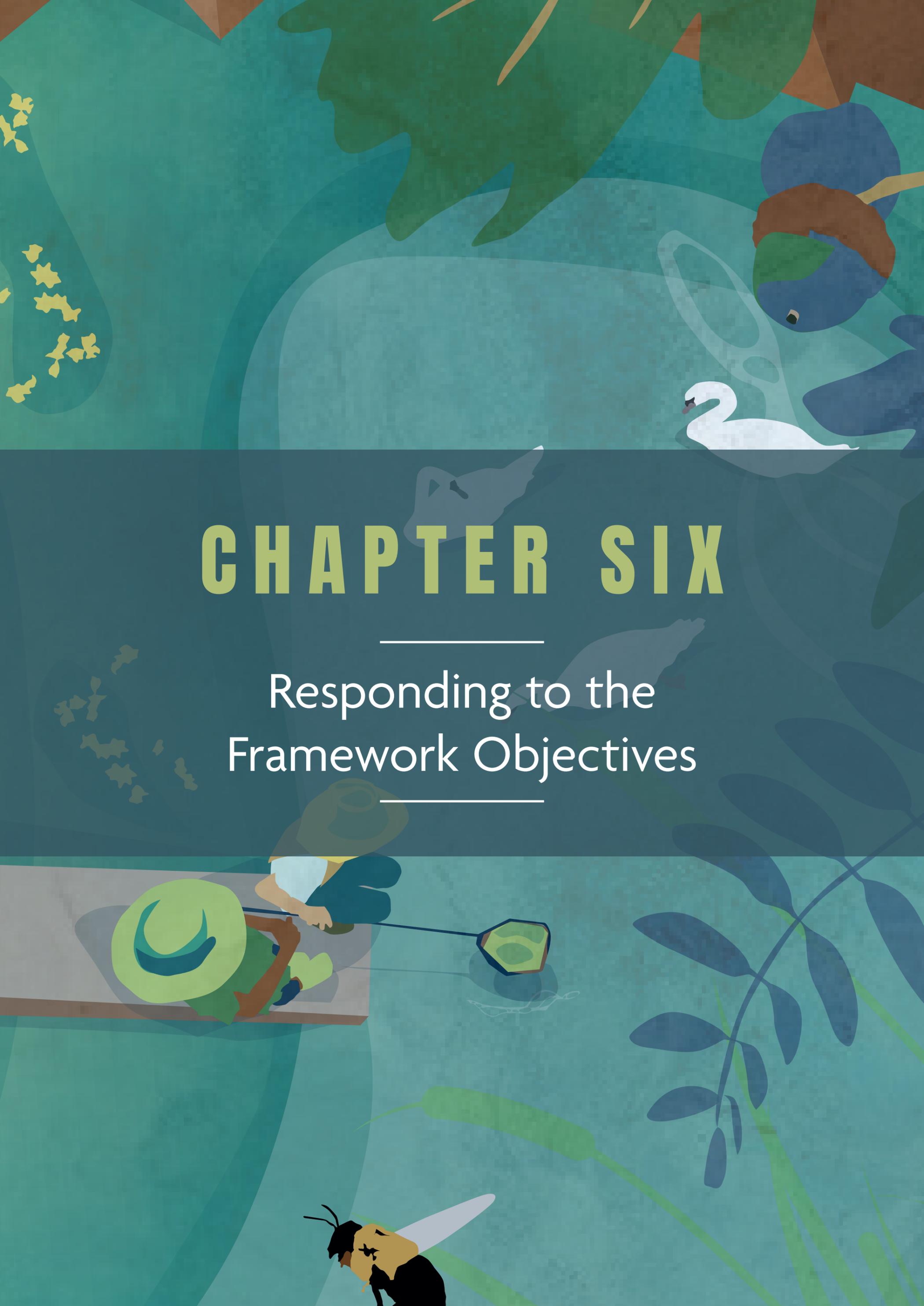
“

**The Framework Masterplan contains some welcome proposals, particularly the proposals for the green network centred on Lidsey Rife.** ”

”

Quote from public consultation Aug 2020





# CHAPTER SIX

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Responding to the  
Framework Objectives

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## 6. Responding to the Framework Objectives

# Framework Objectives

The following section demonstrates that the Framework Masterplan is underpinned by and accords with the Framework Objectives:

### 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
- Establishing a sustainable link to Barnham Station



**Realigned A29**  
relieving pressure on the  
**surrounding road network**




**A network of pedestrian & cycle routes**



### 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
- Enhancing existing waterways and promoting sustainable drainage attenuation



**Widely accessible Public Open Space**



**Walking & cycling routes, allotments & wetland habitats**




**Formal Sports pitches & play areas**




**Biodiversity enhancement**  
retaining & enhancing the existing habitats



### Placemaking

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



**2 Local Centres**  
Including new primary schools, retail & community event space




Up to **4,300** new homes including affordable homes



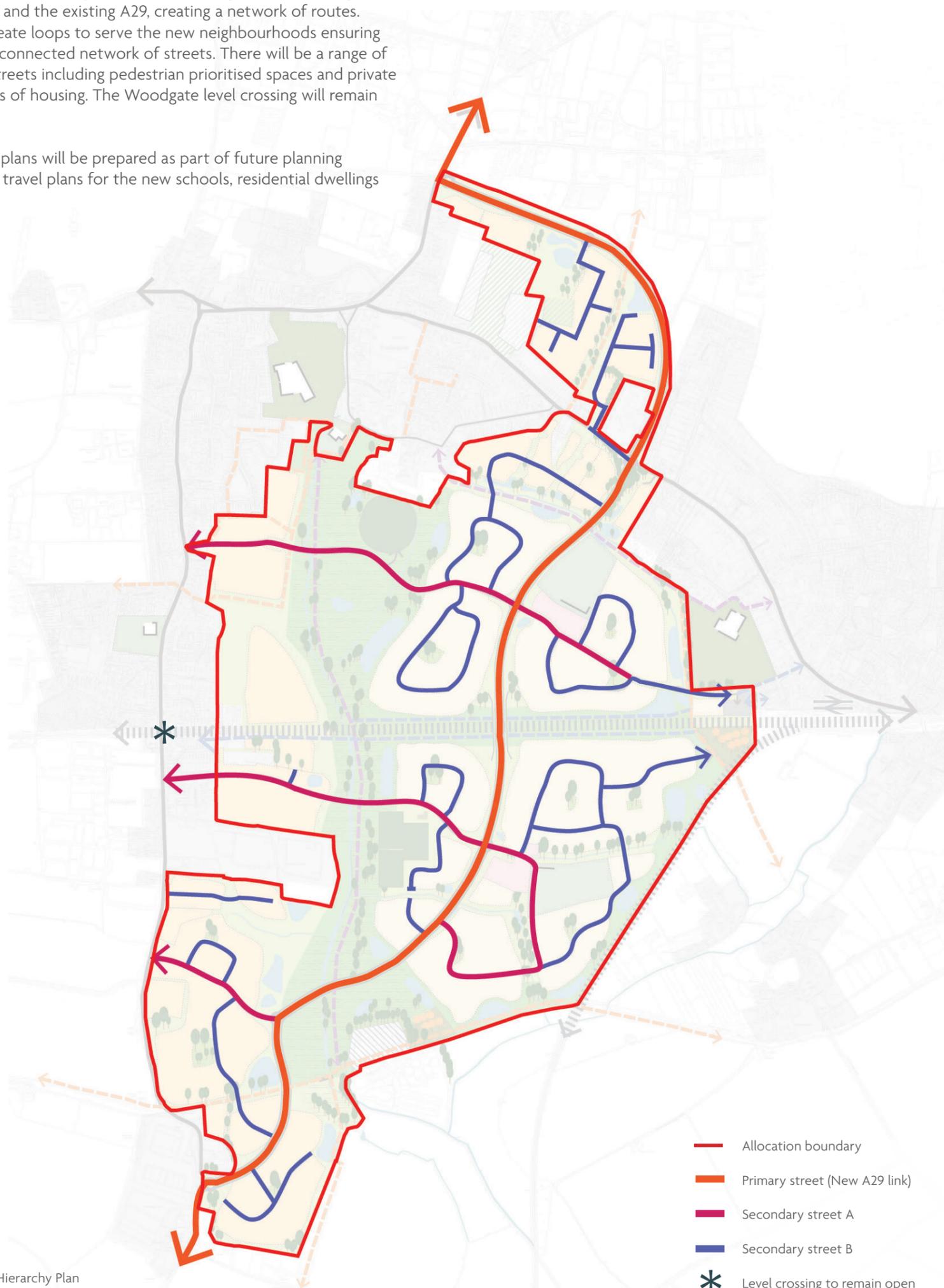
## 6. Responding to the Framework Objectives

# 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 create 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

- Allocation boundary
- Primary street (New A29 link)
- Secondary street A
- Secondary street B
- \* Level crossing to remain open

## 6. Responding to the Framework Objectives

# Connectivity



An example of a designated footway / cycleway



An example of a street with mature tree planting that acts as a traffic calming feature



An example of a tree lined street - mature trees planted at regular spacing

### Street Character

Future planning applications will determine the type and alignment of the streets. This page gives an indication of the intended role and character of the varying street types that are proposed within the Strategic Allocation to guide future applications.

#### Primary Road A29

Design principles for the realigned A29 include creating a safe and pleasant environment for pedestrians and cyclists, increasing opportunities for sustainable travel, enabling free movement of traffic but reducing speeds through designed interventions. There will be a number of pedestrian crossing points across the A29 to ensure connectivity east and west. Landscaped verges will be provided and include swale features for surface water run-off.

Design features:

- Segregated footway/cycleway (3m wide)
- Landscaped verges
- Designated crossing points for pedestrians
- Design speed of 30 mph
- No direct access for residential dwellings
- Typical road width of 7.3m

#### Secondary Streets

These streets will provide access to and through residential areas. Traffic calming measures will be introduced to reflect the residential character of the streets and spaces, such as landscaped verges and street trees. Design principles will include:

Design features:

- Regular spacing of junctions into residential areas
- Traffic calming measures such as landscaped verges and street trees
- Designated crossing points for pedestrians
- Design speed of 20 – 30 mph
- Direct access may be permitted from residential dwellings
- Typical road width of 6m

#### Tertiary Streets

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. Longer tertiary streets will be tree lined on one side and could contain areas of on-street parking. Shorter streets will include street trees, informally arranged. They will contain a variety of traffic calming measures to increase safety for pedestrians and cyclists. Short tertiary streets may have a dropped kerb line and no road markings to reduce speeds and allow for pedestrian priority.



An example of low level dense planting, a low maintenance solution that provides visual amenity



An example of a pedestrian prioritised street

## 6. Responding to the Framework Objectives

# Connectivity

### The Realigned A29

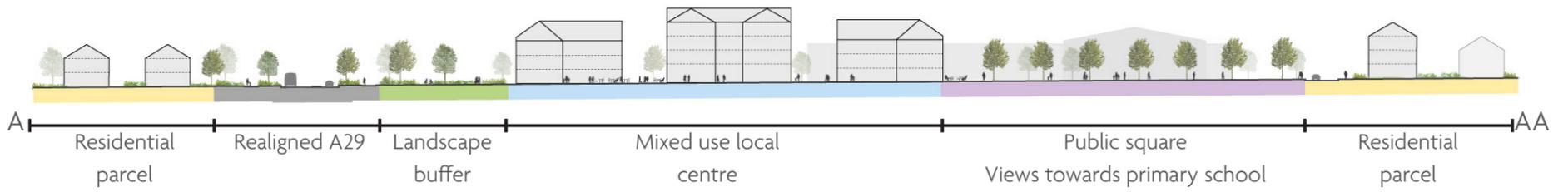
A route for the realigned A29 is proposed through the strategic allocation to relieve pressure on the existing transport network. The alignment will be broadly in the location shown in the Framework Masterplan. The detailed design will be developed further as part of future detailed planning applications, in accordance with guidance from West Sussex County Council (WSSC).

Three sections illustrating the relationship between the realigned A29 and the new development are shown on the next page. These are for illustrative purposes only.

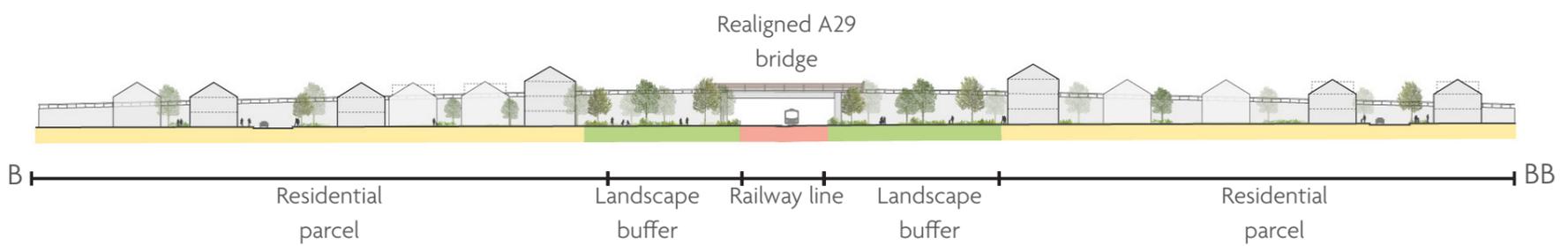


## 6. Responding to the Framework Objectives

# Connectivity



**Indicative section through the Realigned A29 and the mixed use centre north of the railway line**



**Indicative section looking west over the rail line and a new bridge for the Realigned A29**



**Indicative section through the Realigned A29 and the Lidsey Rife**

# 6. Responding to the Framework Objectives

## Connectivity

### Pedestrian & Cycle Connections

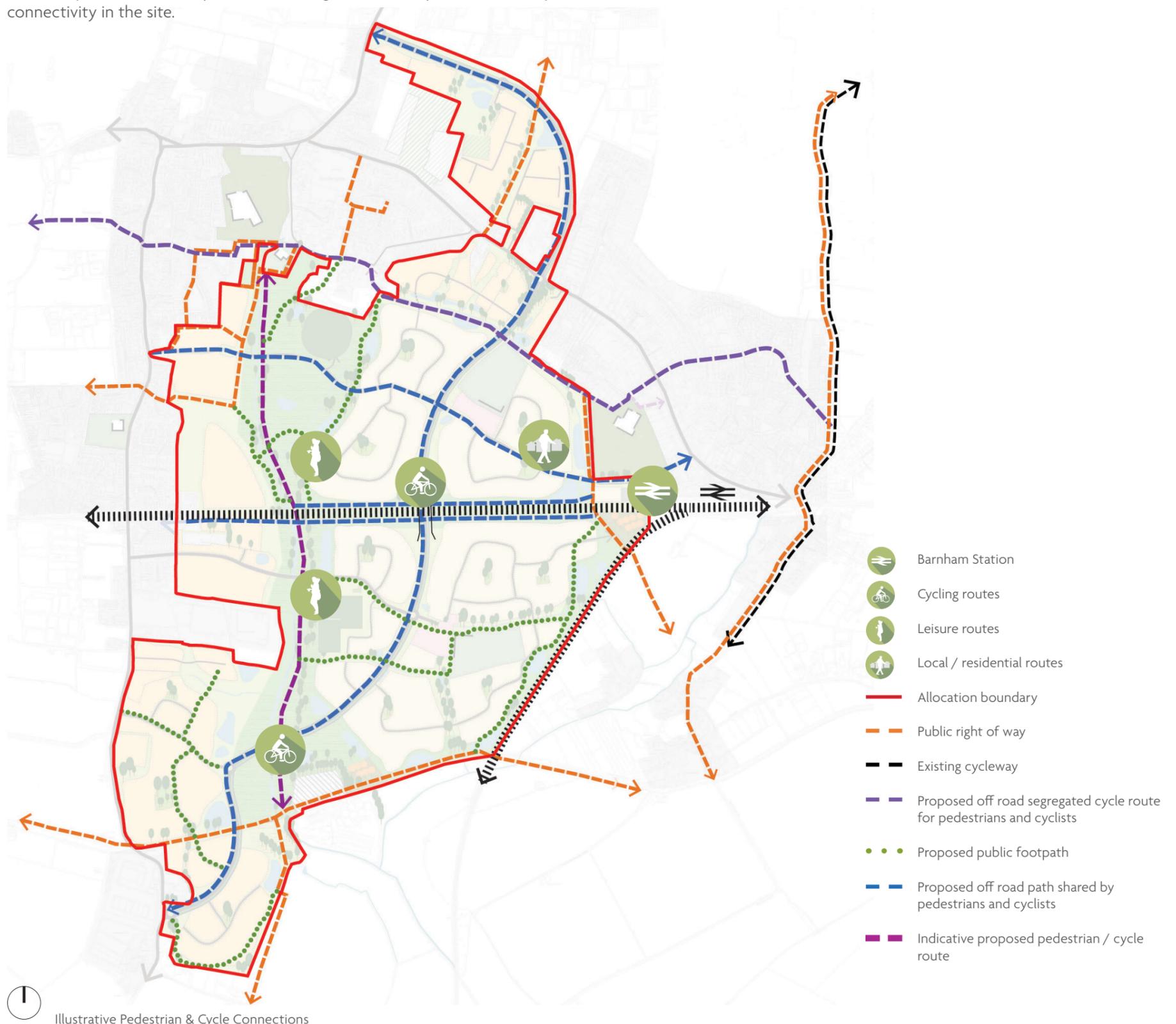
The development will include an extensive network of pedestrian and cycle connections running throughout the site. The routes comprise a combination of on and off street infrastructure, with segregated paths being provided north-south alongside the realigned A29 and between the existing A29 at Westergate 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 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. 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.

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

Quote from public consultation Aug 2020



## 6. Responding to the Framework Objectives

# Connectivity

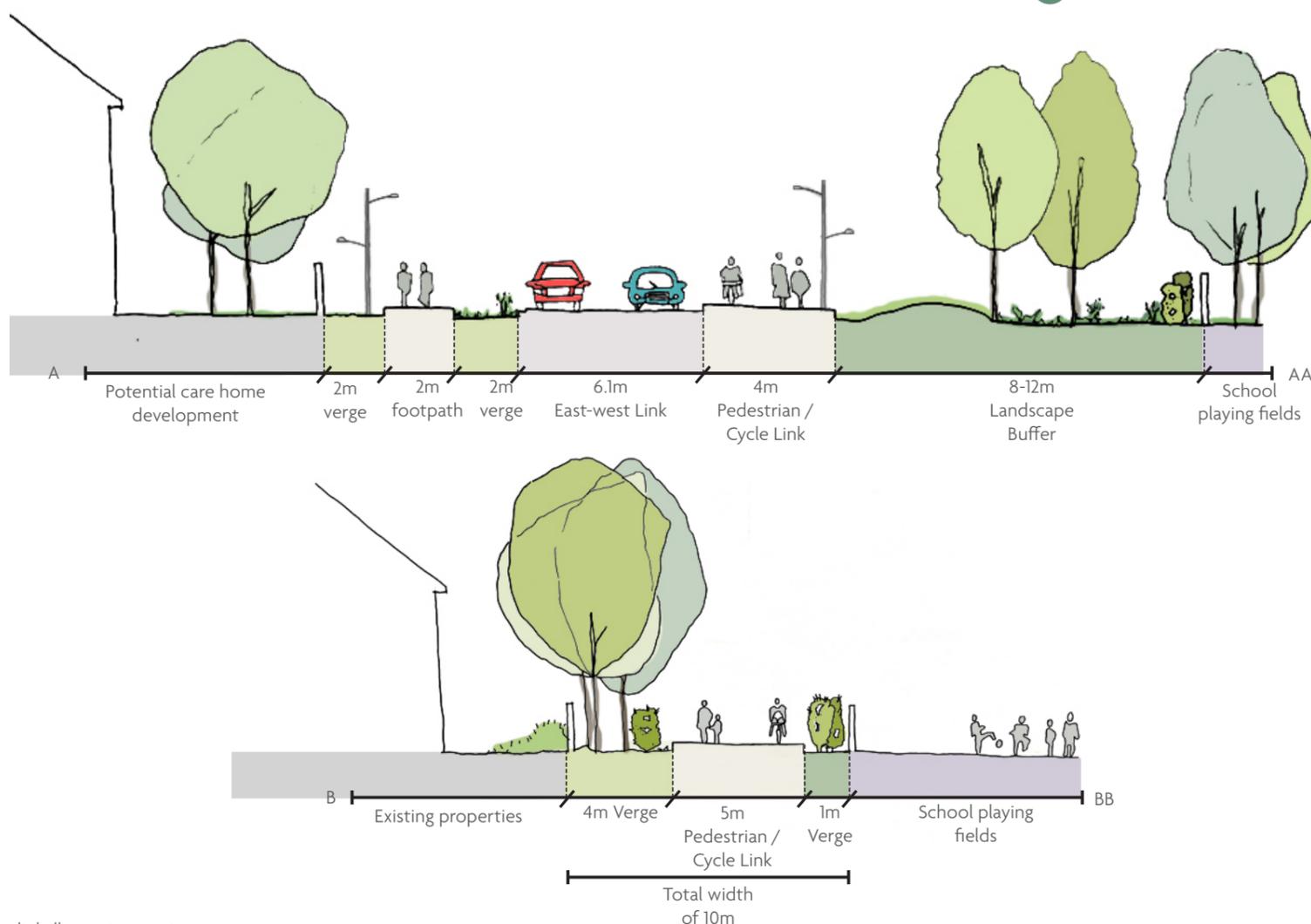


The Framework Masterplan seeks to promote sustainable modes of travel. This includes enabling public transport, pedestrian and cycle access to Barnham Station from BEW. The adjacent drawing illustrates one way in which this could be delivered. A pedestrian and cycle route is illustrated south of St Philip Howard School, and a terminal car park at the end of the east - west vehicular route from BEW. This will provide an opportunity for a bus stop within easy walk / cycle of the train station, as well as additional parking provision for visitors of Barnham Station. Discussions with bus service providers are ongoing and details will be provided in relevant planning applications.

The feasibility of an alternative option for the potential pedestrian and cycle link via Gospond Road is also currently being explored.

- 1 Potential care home
- 2 New car park with 200 parking spaces including an area for a bus to turnaround
- 3 4m cycle/ pedestrian link to Barnham Station
- 4 Allotments
- 5 Existing public footpath
- 6 Underpass tunnel for pedestrians
- 7 Residential parcel
- 8 Attenuation area
- 9 Redirected stream
- 10 Play Area
- 11 Cycle parking/storage
- 12 Potential school parking area

Illustrative sketch of a potential Barnham Station link



Barnham link illustrative sections

## 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.



 Lidsey Rife



 Green Link



 Green Corridors



 Active Hub



 Pocket Parks



Illustrative Character Areas Plan

“ Emphasis on biodiversity is welcome but there is still a risk that the green network just becomes barren and upon playing fields with monocultures of grass lawn. There is a real opportunity to work with Sussex Wildlife Trust or similar organisation and interested locals to create - AND THEN MAINTAIN- an enhanced biodiverse natural environment with up to 4000 homes. ”

Quote from public consultation Aug 2020

## 6. Responding to the Framework Objectives

# Landscape



### Lidsey Rife Linear Park

The Lidsey Rife Park will be the defining landscape, hydrological and ecological feature within the site allocation, balancing the promotion of recreation and leisure with the promotion of 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 being protected.



### Green Link

This natural and semi-natural link arcing around the eastern part of the proposed development area plays a key role in the wider green infrastructure and connectivity of the development.

It functions as a peripheral connector to and from the Lidsey Rife Park, integrating access routes, activity provision such as play areas [Local Areas of Equipped Play], and ecological enhancement.

Tree planting, native tree and shrub planting, woodland edge, and species-rich grasslands will create a visually informal and interactive landscape.



### Green Corridors

The green corridors constitute the 'capillary network', taking residents from their front door to the Green Link or the Lidsey Rife Park, or any civic destinations such as schools or local amenities.

The green corridors represent both 'nature at one's doorstep' and the 'active landscape', and form the start or end of the journey home. They therefore comprise more intimate informal space for the immediate community.

The green corridors integrate the rife tributaries to create a cohesive green-blue network across the site, with surface water being attenuated, infiltrated, and conveyed in the landscape to the benefit of habitat creation and amenity.



### Active Routes & Hub

This is a key character area and important within social context, the sports hub being located near other open space areas such as designated play.

In the north, space is available to accommodate a cricket pitch with 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. Other outdoor 'active' provision may include a skate park, multi-use games areas [MUGA], and outdoor gym equipment.

The form of sports provision will be determined at the planning application stage and will respond to local need and guidance from planning officers.

# 6. Responding to the Framework Objectives

## Landscape

### Green & Blue Infrastructure

Where ground conditions and groundwater levels permit, infiltration is to be used as the preferred means of surface water discharge, supported by site-specific infiltration testing. Areas of the Framework Masterplan that are characterised by the network of Rifes and ditches are generally the areas where the highest groundwater levels are recorded. Where this is the case, the drainage strategy will seek to secure a positive outfall to these watercourses, restricting the discharge rate as low as reasonably practical in line with local and national guidance for all storm events up to and including the 100 year storm including a suitable allowance for climate change. The drainage strategy will be designed assuming a controlled outfall to watercourses via drainage pipes, as opposed to flowing over land. Other source control measures may be incorporated throughout the development on a local scale to support the final design using measures such as permeable paving, rain gardens and tree pits where appropriate.

To ensure sustainable delivery of the proposed drainage elements, the current strategy comprises a series of features located throughout the Framework Masterplan based on topography and broad development areas. The Framework Masterplan has allowed space for this network of above-ground sustainable drainage features including, but not limited to, attenuation ponds and basins, swales and wetland areas to support the drainage system whilst also maximising the amenity and biodiversity benefits of such features. This will ensure that any future phasing plans consider suitable drainage requirements, which can be constructed in parallel with the development parcel they serve. Flexibility and adaptability within the drainage strategy will ensure that discrete features can be amended to reflect any potential changes at the detailed design stage.

There is currently a culverted watercourse within the Framework Masterplan area, which passes from the public footpath south of Barnham Road underground and beneath the railway line before opening up to the south, referred to as the School Stream. The Framework Masterplan incorporates a plan to daylight this culvert, creating a new open watercourse along the north eastern boundary. This will provide significant improvements to the watercourse both locally and further downstream, complementing the drainage strategy by encouraging areas of open water throughout the Framework Masterplan.

Principles of the drainage strategy, including method of disposal, discharge rates and the design of SuDS is to be carried out in close consultation with Arun District Council and West Sussex County Council, paying close attention to design requirements and local surface water management strategies. The current drainage strategy in the core of the Framework Masterplan has been developed in close consultation with the local drainage engineers and relevant policy.



→ Riparian Corridor



■ SuDS basins for wetland habitats



■ SuDS basins for seasonal stormwater attenuation



# 6. Responding to the Framework Objectives

## Landscape

### Recreation & Leisure

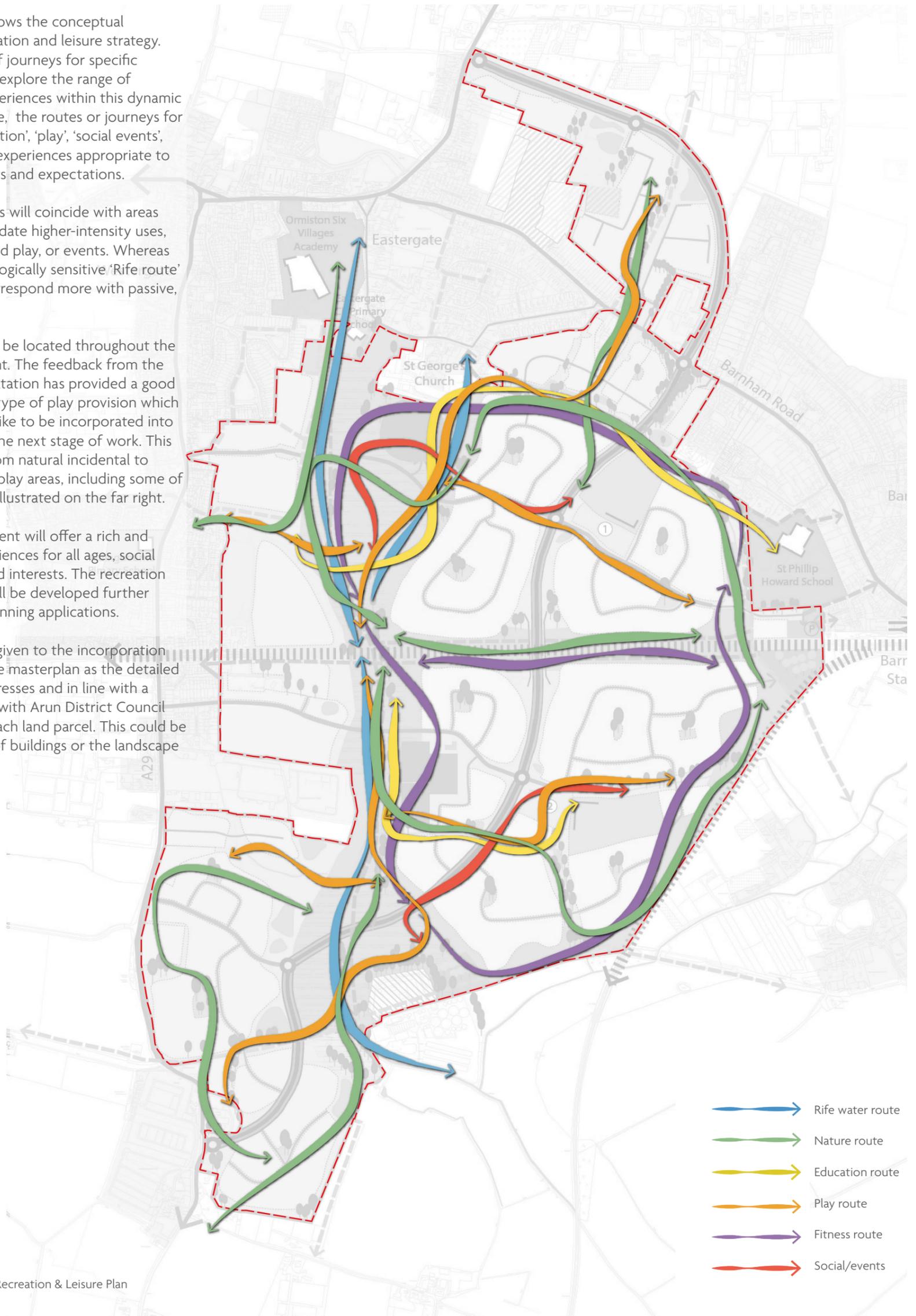
The diagram below shows the conceptual approach to the recreation and leisure strategy. It looks at the types of journeys for specific user types in order to explore the range of opportunities and experiences within this dynamic landscape. For example, the routes or journeys for 'water', 'nature', 'education', 'play', 'social events', and 'fitness' promote experiences appropriate to the user's requirements and expectations.

The more active routes will coincide with areas designed to accommodate higher-intensity uses, such as sport, equipped play, or events. Whereas the quieter, more ecologically sensitive 'Rife route' and 'nature routes' correspond more with passive, low-intensity uses.

Play opportunities will be located throughout the proposed development. The feedback from the July 2020 public consultation has provided a good understanding of the type of play provision which local residents would like to be incorporated into the design as part of the next stage of work. This provision will range from natural incidental to equipped destination play areas, including some of the potential options illustrated on the far right.

Overall, the development will offer a rich and diverse range of experiences for all ages, social groups, group sizes and interests. The recreation and leisure strategy will be developed further through the future planning applications.

Consideration will be given to the incorporation of public art within the masterplan as the detailed design of parcels progresses and in line with a strategy to be agreed with Arun District Council planning officers for each land parcel. This could be as part of the design of buildings or the landscape and public realm.



Illustrative Recreation & Leisure Plan

## 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 Southern Local Centre will be a key public space for the new neighbourhood. Future planning applications should demonstrate consideration of the following design principles to ensure a high quality and successful place:

- The local centre will be designed as a focal point, encouraging a strong sense of community and identity;
- The local centre will be formed by the highest density (with an average density of no less than 40 dph) of residential and mixed-use buildings within the southern area of the BEW masterplan: apartment blocks, age specific development, some with non-residential uses at ground floor level, will be carefully arranged to create clear definition and enclosure of the public realm, whilst consolidating the higher levels of activity, population and footfall in and around this location;
- Mixed uses will be co-located to complement each other, and be positioned to create nodes of activity, complemented by quiet zones for rest and relaxation;
- Public routes to and from the centre will be clear, safe and appealing, including a strong connection to the Sports Hub to the west;
- A public square will emphasise the civic status of the local centre, and be designed as a 'plaza' environment – including green space - that is welcoming whilst also self-evidently and physically accessible to all;
- The design of the space shall allow for temporary uses such as markets or events, whilst creating safe areas for children to play;
- The scale of the square shall be proportionate to the uses it will accommodate, and the scale of buildings that will face it – crucially it must achieve a degree of enclosure;
- The space should achieve a balance between hard landscaping that achieves a flexible and robust public realm, and soft landscaping that enriches the space and provides shade during summer months. Lighting will be an integral part of this design;
- Public art will be used to strengthen the local distinctiveness of the local centre and public space giving the place character and identity;
- Buildings will front onto the public realm, ensuring natural surveillance and highly visible entrances, while also instilling a sense of ownership and community involvement;
- Service access and refuse storage areas should be located to the rear of buildings to avoid visual impact on the public space;



**The plans refers to a 'distinct new settlement'. Such a settlement requires schools, both primary and secondary, shops, a station, medical centres, pharmacy, etc.**

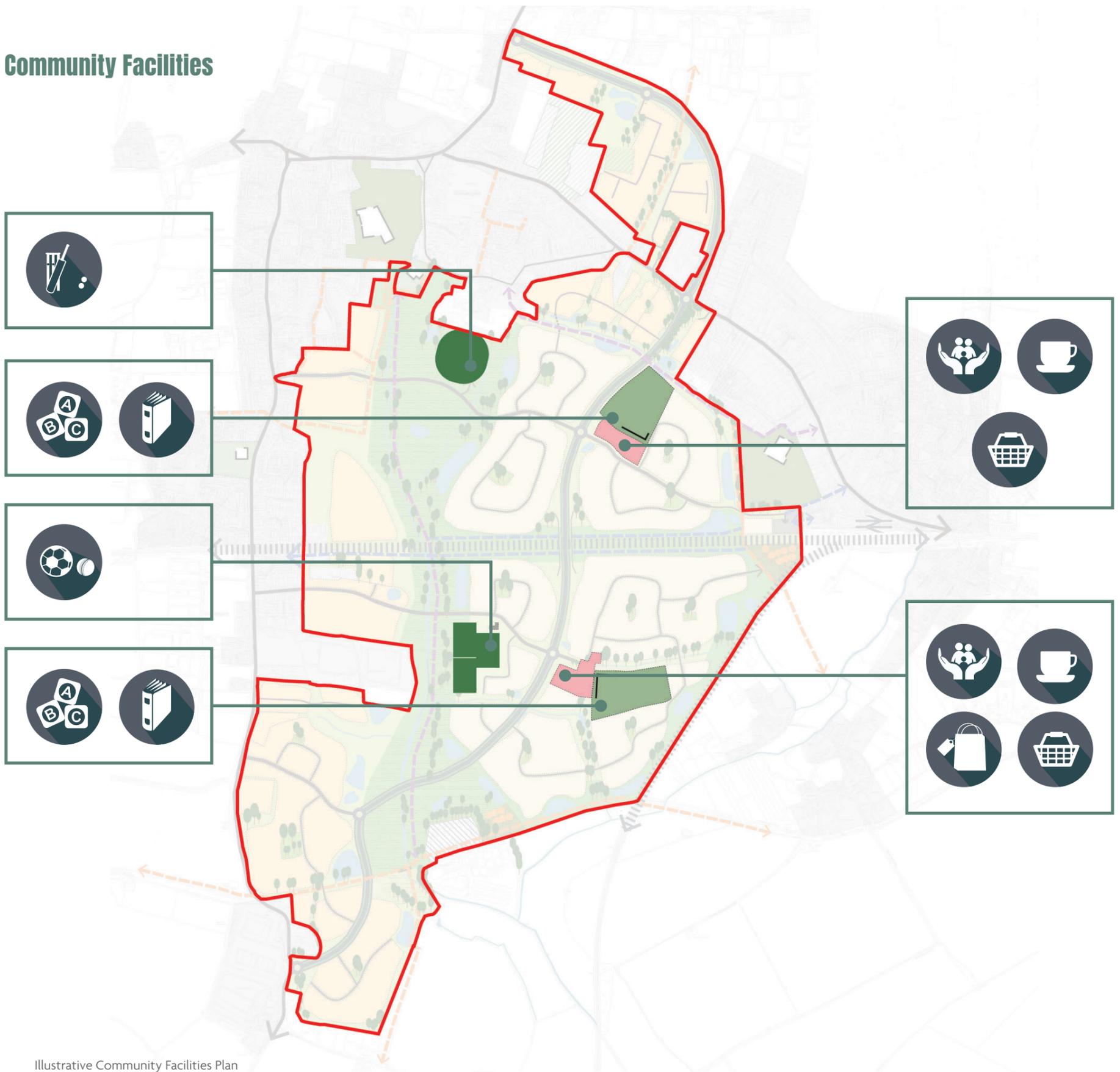


Quote from public consultation Aug 2020

# 6. Responding to the Framework Objectives

## Placemaking

### Community Facilities



Illustrative Community Facilities Plan

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

## 6. Responding to the Framework Objectives

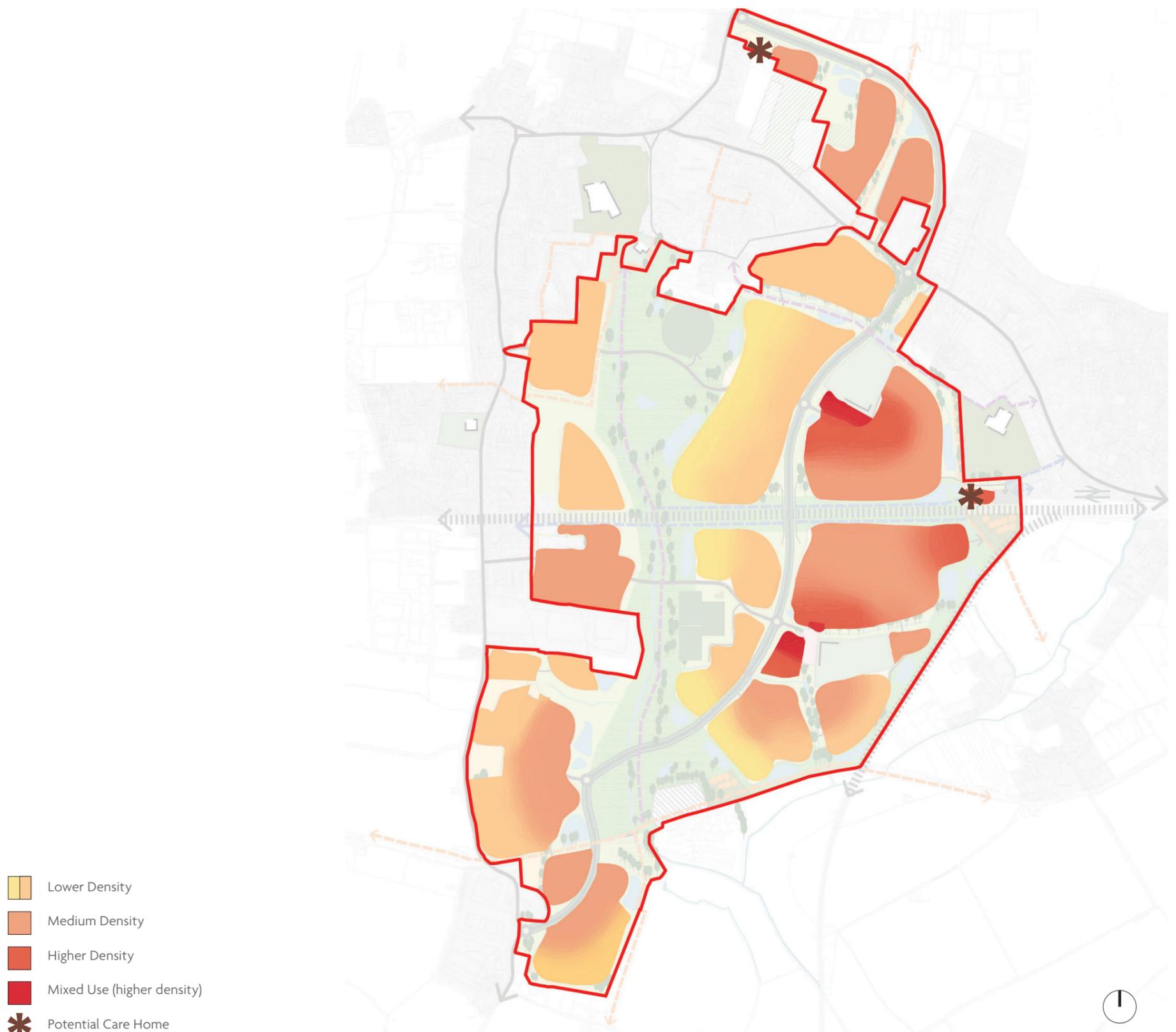
# Placemaking

### Density

Density influences the character of a place. There are a range of residential densities proposed across the site of between approximately 20 dwellings per hectare and 40 dwellings per hectare, to ensure an appropriate and diverse mix of dwelling types for all needs across the allocation. 'Dwellings per hectare' is a measurement of the total number of dwellings divided by the total site area.

Areas of higher density of up to 60 dwellings per hectare are proposed to be located in and around the Mixed Use Centres, giving them vitality and the critical mass to support the non-residential uses within them. The proposed residential density will decrease towards the Rife Valley Park boundary reflecting the rural character of the landscape.

Overall, a broad range of house types, will be delivered throughout the site from 1 and 2 bedroom apartments through to larger family homes. Consideration will also be given to including an area dedicated to self-build plots as part of individual planning applications. Details of affordable housing provision, including consideration of potential Community Land Trust provision, will be submitted as part of individual planning applications.



## 6. Responding to the Framework Objectives

# Placemaking



Lower density example



Medium density example



Medium density example



Higher density example

# 6. Responding to the Framework Objectives

## Placemaking

### Sustainability

The overall sustainability vision for the Land at Barnham, Eastergate and Westergate allocation is based on five defined factors: people, physical infrastructure, social network, natural environment, and economic aspects.

These five core-themes will be central to the development of the future proposals for the site allocation. This Framework Masterplan provides the first layer of detail that will be built upon as detailed design work progresses. It demonstrates how a sustainable pattern of development can be delivered which will allow future residents to lead happy, healthy and well lives.

### The Framework Masterplan follows the key sustainability principles:

1. The layout of the development is inherently sustainable, with opportunities for residents to access local shops, services and schools, reducing the need to travel by car.
2. A permeable and walkable neighbourhood will encourage walking and cycling.
3. High quality homes are integrated with transport infrastructure, social and educational facilities which are commensurate to the context of the site allocation and surrounding area.
4. The development seeks to embed itself within the local community whilst maintaining its own character and identity.
5. Employment land is provided to encourage job creation, inward investment and support the local economy.

6. Well-designed and managed blue and green infrastructure will provide habitats for wildlife and support biodiverse ecosystems.
7. Provision for leisure and recreation as part of an active lifestyle, including the wellness route around the edge of the site allocation.
8. A safe and inclusive development.

As the land parcels come forward the detailed schemes will be designed to adapt to climate change, including considering health impacts, introducing energy efficiency measures, and incorporating Sustainable Drainage Systems. Information on site specific measures proposed as part of developments will form part of forthcoming planning applications as appropriate.

Further work will be undertaken on the energy and transport strategies for the site allocation as part of the next stage of development. The energy strategy would look to prioritise reducing demand, before supplying energy efficiently and innovatively, and finally deploying renewable technologies, demonstrating a clear route to net zero carbon in the future. The transport strategy will focus on encouraging a shift to active modes of travel, with a view to facilitating access to an equitable, healthy, and low carbon transport network.

#### Physical Capital - FORM & MOBILITY

Creating high quality buildings ensures physical value is increased where buildings and infrastructure project an image of design for longevity and allow people to navigate easily on foot/by bicycle.

#### Social Capital - COMMUNITY & PLACE

By enabling community identity, SOCIAL VALUE is increased where a great place brings people together, and creates a community.

#### Economic Capital - ECONOMY & PROSPERITY

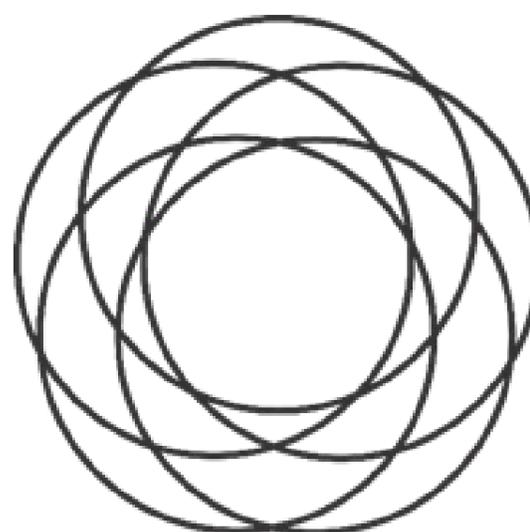
By ensuring equity for all, economic value is increased where all users of a place feel they have a level of ownership of the asset and buy-in to the outcomes it is seeking to achieve.

#### Human Capital - PHYSICAL & MENTAL WELLBEING

With a focus on people, human value is increased where quality and longevity of life is improved and happiness is increased.

#### Natural Capital - ENHANCING THE ENVIRONMENT

By seeking to achieve positive gain, natural value is increased where existing quality is protected and new complementary resources are introduced.



A FRAMEWORK FOR SUSTAINABLE DEVELOPMENT



## 6. Responding to the Framework Objectives

# Summary

The vision for the new settlement at Barnham, Eastergate and Westergate is for a sustainable community arranged in attractive and well designed neighbourhoods which positively relate to the surrounding villages and the West Sussex landscape, delivering major benefits to the local community and environment.

This section demonstrates that the Framework Masterplan achieves the Framework Objectives as set out on page 12.

### Do the proposals provide a basis for successful future connectivity?

- ✓ Delivering the realigned A29 – relieving pressure on the surrounding road network.
- ✓ Establishing links – providing permeability and access for all, by creating a new place that is intrinsically integrated into its surroundings, and that 'reaches out' and 'welcomes in'.
- ✓ Strong pedestrian and cycle links to the surrounding villages, including a cycle route through the Linear Park as part of the 'South Downs to Coast' route.
- ✓ Promoting sustainable modes of travel, establishing pedestrian and cycle links to Barnham Station from the strategic allocation.

### Do the proposals successfully respond to the landscape aspirations for the site?

- ✓ Creating an accessible Linear Park – providing space for the existing and future communities of Barnham, Eastergate and Westergate.
- ✓ Incorporating existing elements – sensitively responding to constraints and opportunities presented by current site features as part of the comprehensive masterplanning process.
- ✓ Delivering a Nature Recovery Network – enhancing the biodiversity of the site and retaining & enhancing the existing habitats.
- ✓ Establishing a series of green links that link into the Linear Park, re-establishing natural movement routes for wildlife species.
- ✓ Embedding sustainable drainage features into the landscape design and retaining existing waterways.
- ✓ Promoting healthy lifestyles with a series of walking and cycling routes, community allotments and formal sports pitches and play areas.

### Do the proposals create a basis for high-quality and healthy placemaking?

- ✓ Delivering a genuine and rich mix of uses offering up to 2,300 new homes in the current plan period and further 2,000 beyond local plan period, including affordable homes, recreation, employment and relaxation whilst respecting its adjacency to Barnham, Eastergate and Westergate.
- ✓ Establishing areas of distinct character – providing a framework for development that through variety in layout, density and relationship to open space will support differentiated but interconnected neighbourhoods, creating both vibrant new places and urban extensions.
- ✓ Establishing two community focused local centres – carefully locating hubs of activity that are accessible, welcoming, and well-connected – each with a distinct purpose and character. Providing including new primary schools, retail, co-working and community event space in these centres.
- ✓ Embedded Wellbeing & Healthy Placemaking – a place that exemplifies the principles of good design: one that can positively encourage and support good health through lifestyle and activity choices that are appealing and easy to make.
- ✓ Ensuring long term stewardship by creating places for the local people that respond to their needs.

The background is a vibrant, stylized illustration of a pond. At the top, there are large green leaves and a blue bird perched on a branch. In the center, a white swan swims on the water, with its reflection visible below. A person wearing a hat and a light-colored shirt is in a small boat on the left, using a long pole to reach a green lily pad. At the bottom, a bee is shown near a green reed. The overall color palette is dominated by various shades of green and blue.

# CHAPTER SEVEN

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## Statement of Engagement

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## 7. Statement of Engagement

# Engagement Process

The Framework Masterplan has been informed by input from Arun District Council and other key stakeholders, culminating in a three-week public consultation from the 5th to 26th August 2020. The Consultation Strategy for the Framework Masterplan was agreed with officers from Arun District Council and adapted as appropriate during the Covid-19 pandemic.

A summary of various discussions held is provided.

### Pre-application Meetings with Arun District Council

The Framework Masterplan has been subject to six separate meetings with Arun District Council (ADC) planning officers since September 2019. Regular and open dialogue is also taking place with officers to agree key aspects of the Framework Masterplan and to understand the Council's aspirations.

### Advisory Group Meetings

An Advisory Group has been set up by ADC provide local Councillors and key stakeholders with a forum to discuss the emerging proposals for the site allocation. This group is made of the following members: Councillors and Officers from ADC and West Sussex County Council, Barnham and Eastergate Parish Council, Aldingbourne Parish Council and Walberton Parish Council. The other landowners within the site allocation are also part of the group along with statutory consultees such Network Rail and Southern Water.

The emerging Framework Masterplan was presented to the group three times during Spring/Summer 2020. Comments and written feedback from these presentations has informed the Framework Masterplan design. In addition, individual meetings have been undertaken with the Chair of Barnham and Eastergate Parish Council and Aldingbourne Parish Councillors, as the closest Parish Councils to the site allocation.

### Meetings with Key Stakeholders

Meetings/correspondence has also taken place with the following key stakeholders:

- West Sussex County Council (education)
- West Sussex County Council (highways)
- Coastal West Sussex Clinical Commissioning Group
- Environment Agency
- Southern Water
- Highways England

### Public Consultation

The Public Consultation on the Framework Masterplan comprised two elements:

- Summary leaflet and questionnaire distributed to circa 4,000 residents within the vicinity of the site allocation.
- Dedicated website to present the emerging Framework Masterplan, including key summary details and an online questionnaire.

Full details of the consultation process and how it has informed the Framework Masterplan design are contained in the accompanying Statement of Community Involvement.



## Welcome

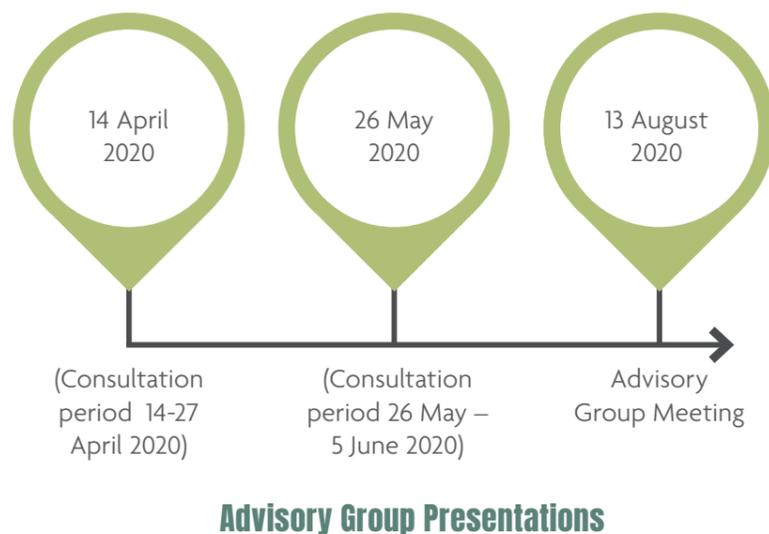
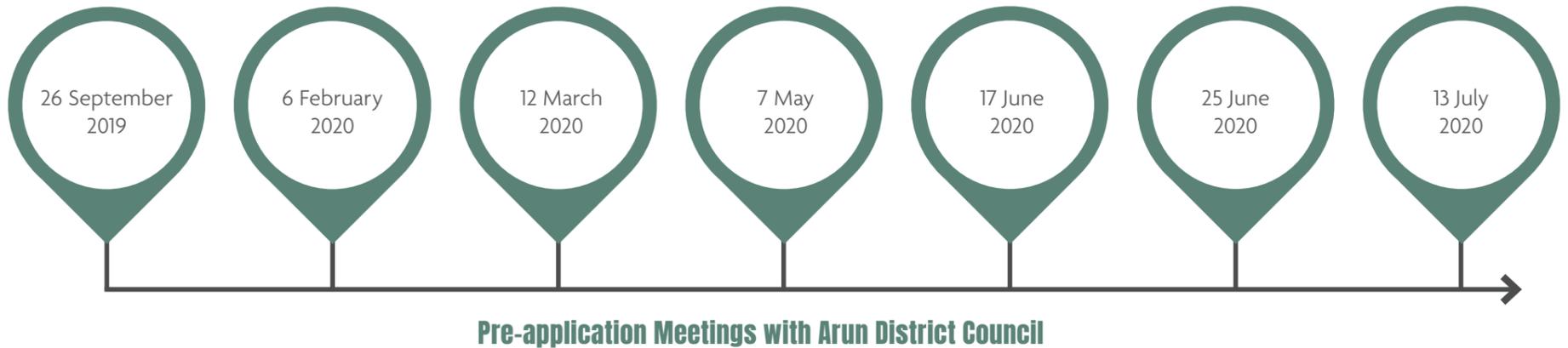
**Welcome to the website for the Barnham, Eastergate and Westergate Framework Masterplan Consultation. We are delighted that you have taken the time to learn more about the design, what the scheme will comprise and how you can contribute.**

Extract from BEW Consultation website

# 7. Statement of Engagement

## Engagement Process

### The key meeting/consultation dates:



The background is a vibrant, stylized illustration of a pond. At the top, there are large green leaves and a blue bird perched on a branch. In the center, a white swan swims on the water, with its reflection visible below. A person wearing a hat and a white shirt is in a small boat on the left, using a long pole to reach a green lily pad. At the bottom, a bee is shown near a green reed. The overall color palette is dominated by various shades of green and blue.

# CHAPTER EIGHT

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## Phasing & Delivery

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## 8. Phasing & Delivery

# Infrastructure & Phasing

The delivery of infrastructure and phasing of the development has been approached with the following principles:

- Infrastructure should be provided in a timely way to mitigate the impact of the development;
- Each part of the site that comes forward for development will be as self-sufficient as possible, in terms of access, drainage etc, whilst delivering necessary strategic elements of infrastructure in a timely manner and not prejudicing the ability of the following phases to do the same.

This development is expected to take place over approximately 16 years, and an element of flexibility needs to be built in to allow future development to respond to changing circumstances over time.

The key items of infrastructure will be delivered on site at the appropriate time to meet the demand.

Infrastructure provision would be controlled through Section 106 Agreements tied to planning permissions as required. Further technical work including transport modelling is underway to inform the timely provision of appropriate infrastructure as the masterplan is delivered on site.

Further information on the phasing of the development and the delivery of specific infrastructure requirements will be provided as part of the relevant planning applications.



# CHAPTER NINE

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## Next Steps

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## 9. Next Steps

# What Happens Next?

Following endorsement of the Framework Masterplan by Arun District Council the landowners will submit planning applications for respective land parcels within the site allocation. These will be phased over the Local Plan period. At the time of writing the indicative programme for planning applications for the land parcels in the early phases are:

- West Sussex County Council: A29 realignment to the north of Barnham Road (Phase 1) expected to be submitted in Autumn 2020.
- Barratts (land north of Barnham Road) – detailed planning application submission Autumn / Winter 2020/21 (subject to the timely submission of the WSCC application for the northern section of the A29).
- CALA land parcel: Considering possible new application in autumn 2020.
- Other landowners immediately south of Barnham Road: Detailed planning applications are due to come forward in 2020.
- The Southern Consortium: Hybrid planning application expected in winter 2020 / Spring 2021. It will cover detailed planning application for the A29 realignment (the section from Barnham Road to Lidsey Road / existing A29) and outline planning application for the residential-led development in land north of the railway line.

Planning applications for the remaining phases of the development are expected to come forward subsequently.



# APPENDIX

# Appendix

# High Level Development Principles

To help shape future discussions on how to achieve a successful form of development for this strategic allocation, a series of High Level Development Principles have been developed that apply these policy objectives to the characteristics of this allocation having regard to its surroundings. These principles will be a material consideration in the assessment and determination of any application.

Planning Policy sub-committee 25 February 2020

## Appendix A

### High Level Development Principles

#### **Access and Movement**

**SDP 1 Access and Strategic Movement** - The new community at BEW will have a permeable layout that integrates and maximises and prioritises sustainable patterns of movement. The development will also make provision for parking and access to and from the Barnham Railway Station as well as seeking to improve local bus services. Key routes through the development will be wide enough to accommodate buses in addition to parked vehicles.

Policy Reference: H SP2; H SP2c; T SP1; T DM1; T DM2; BENP GA1; BENP GA2; BENP GA5; ANP GA1

**SDP 2 A29 and wider road network**- In accordance with Local Plan policy, the development of BEW will include the provision of a realigned A29 to provide both a bridge crossing of the railway and a core route through the development. The scale of the development will also require the provision of East-West links joining existing communities and the new community to both the North and South of the railway line as well as the mitigation of unacceptable impacts on the wider road network

Policy Reference: H SP2; H SP2c; T SP1; T SP3; INF SP1

**SDP 3 Strategic Green Connections** - A new strategic cycleway will pass through the strategic allocation linking the Coast with the Downs. The former canal route will also be considered as a potential cycleway to provide a route to the new secondary school.

Policy Reference: SD SP1a; C SP1; GI SP1; H SP2; H SP2c; HWB SP1; T SP1; T DM1; HER DM5; BENP ES9; BENP GA1; ANP EH2

**SDP 4 Pedestrian and Cycle Links** – In addition to the strategic green connections, a comprehensive local network of Green Infrastructure including secondary pedestrian and cycle links will be provided throughout the allocation linking the area to the wider community. These will provide attractive, convenient and safe routes to facilitate sustainable movement, stitching together land uses while also improving health and well-being.

Policy Reference: SD SP1a; H SP2; H SP2c; D DM1; HWB SP1; T SP1; HER DM5; BENP GA1; BENP GA2; ANP GA2

#### **Built Form**

**SDP 5 Centres and Walkable Neighbourhoods** - The Masterplan should provide for at least two new neighbourhood centres south of Barnham Road, connected to each other. These centres will be conveniently located to the north and south of the railway line, so people can walk to local facilities and services within 5 to 10 minutes of their home, as well as being accessible by cycle, public transport and if necessary, by car.

Policy Reference: SD SP1a; H SP2; H SP2c; D SP1; D DM1; HWB SP1; T SP1; T DM1; BENP GA2

# High Level Development Principles

**SDP 6 Housing Mix, Density and Capacity** - The allocation will provide a full range of housing opportunities, with different densities, heights and typologies across the new community creating distinctive and legible character areas that maximise the potential for sustainable design and non-car-based travel. Opportunities should be provided for self and custom build homes and community led housing such as Community Land Trusts.

Policy Reference: SD SP1a; H SP2; H DM1; AH SP2; D SP1; D DM1; D DM2; BENP CLW1; ANP H2; ANP H3

**SDP 7 Place-Making Objectives** - The allocation will exemplify high standards of urban, landscape and architectural design to create a distinctive and attractive place with legible character areas that maximise the potential for sustainable design and non-car-based travel. There should be high quality public realm and public art resulting overall in a place where people will want to live, work and visit for generations to come. The layout should seek to avoid the physical coalescence of the allocation with the existing communities unless there is a sound place making objective to do so such as where part of the allocation may reasonably be regarded as an urban extension. To reinforce the sense of creating a new community any development which is physically separate from the existing communities should have a cohesive modern contemporary design for the whole community.

Policy Reference: SD SP1a; H SP2; H SP2c; D SP1; D DM1; HWB SP1; OSR SP1; T DM1; QE SP1; QE DM1; QE DM2; QE DM3; INF SP1; BENP ES3; BENP ES4; BENP CLW4; ANP GA3' ANP LC4

**SDP 8 Allocation Design Guidelines** - The place-making objectives will be supported by the Arun Design Guide. Appropriate documentation should be submitted in support of any Planning Application, to demonstrate how regard has been had to the Arun Design Guide and these High-Level Development Principles. The expectation will be that individual design codes will be submitted for each of the areas listed in the diagram below and conform to an agreed masterplan for the whole allocation. Attention should be paid to minimising light pollution.

Policy Reference: SD SP1a; H SP2; H SP2c; D SP1; D DM1; QE SP1; QE DM2; BENP ES5; BENP ES6; BENP ES8; BENP H4; BENP H5; BENP H6; ANP H1; ANP H8; ANP H9; ANP EH10

**SDP 9 Built for Life** - Design proposals for the allocation will be assessed against the place-making objectives set out elsewhere in this document and Building for Life 12. The outcome should be a place that addresses positively the physical and mental health of those that live, work and play within its boundary. In particular there is an expectation that the development should meet the needs of all (equality) and that special attention is given to combating loneliness.

Policy Reference: H DM1; D SP1; D DM1; D DM2; HWB SP1; BENP H4; ANP H2

**SDP 10 Heritage** – The importance of preserving the setting of Eastergate Parish Church and its farmstead will be incorporated into the masterplan for the allocation. The impact of the proposals upon the War memorial and the Conservation Areas should also be considered carefully.

Policy Reference: SD SP1a; HER SP1; HER DM1; HER DM2; HER DM6; BENP ES7; ANP EH8; ANP EH9

**SDP11 Biodiversity** – The development shall take every opportunity to deliver a net biodiversity gain across the allocation as a whole and within each phase.

Policy Reference: SD SP1a; H SP2; ENV SP1; ENV DM1; ENV DM3; ENV DM4; ENV DM5; ANP EH2

### Community and Employment

**SDP 12 Integration with Established Communities** - The development will seek to maximise integration with the existing communities of Westergate, Eastergate and Barnham and the established facilities and services of these communities and the wider District. The new community will complement and add to these facilities, providing existing and new residents with access to a wider range of housing, employment, education, health, social, recreation and leisure opportunities and contribute to a vision for how the centre of Barnham can be enhanced.

Policy Reference: H SP2; H SP2c; D SP1; D DM1; HWB SP1; OSR SP1; QE SP1;

# High Level Development Principles

**SDP 13 Education** - The allocation will facilitate the provision of a new Secondary School at Ford, at least two Primary Schools and nursery provision where a need is identified by West Sussex County Council. These new facilities will be a significant focus for community life, playing a key role in fostering a new community through the development and education of younger people and should be constructed so as to provide a climate-smart benchmark through use of technology, renewable energy and sustainable materials.

Policy Reference: H SP2; H SP2c; INF SP1; INF SP2; BENP CLW8; ANP LC8

**SDP 14 Mixed and Balanced Community** - The allocation will provide a range of housing types to meet current and anticipated future local housing need, including extra care and elderly persons' housing. The development will provide 30% of all new homes as affordable homes, of which 75% will be social or affordable rented and 25% will be intermediate, subject to viability.

Policy Reference: H DM1; AH SP2; H DM2; D DM2; BENP CLW1; BENP H3; ANP H2; ANP H4; ANP LC1

**SDP 15 Integrating Employment Opportunities** - The allocation will identify space for employment land within the masterplan, which would be suitable for a range of B-Class uses (offices, research and development, and/or industry).

Policy Reference: SD SP1a; EMP SP1; SKILLS SP1; H SP2c; BENP EE3; ANP EE3; ANP EE9

## Landscape and Infrastructure

**SDP 16 Landscape and green/blue infrastructure** - The development of the allocation will preserve and enhance the established framework of watercourses, woodlands, trees and hedgerows as part of the commitment to creating a high quality and distinctive place. Together with the Lidsey Rife and other meandering water courses these will play a major role in defining the character of the new community and frame its development.

Policy Reference: SD SP1a; H SP2; H SP2c; D SP1; D DM1;

**SDP 17 A rich variety of open spaces** - The allocation will provide a rich variety of attractive open spaces including a park following the Lidsey Rife or will contribute to the enhancement of existing spaces. These will support wider bio-diversity objectives and promote adaption to climate change, pest and disease resilience, as well as meeting community needs for recreation and supporting health and well-being.

Policy Reference: H SP2; H SP2c; D SP1; D DM1;

**SDP 18 Treescap** - The trees and hedgerows within the allocation, are an irreplaceable habitat, which should be retained and protected through a sensitive design approach. Any trees and hedgerows of significance will be incorporated into the framework of green spaces and protected by a buffer zone. Substantial additional tree planting including native and disease-free specimens will be expected in part to mitigate the 'heat island' effect of climate change and absorb excessive groundwater.

Policy Reference: H SP2; D SP1; D DM1; ENV DM4; BENP ES10; ANP EH6

**SDP 19 Sports Facilities** – The allocation shall provide sports facilities to serve the new community which will also benefit existing residents and should complement existing and planned provision.

Policy Reference: H SP2; H SP2c; D SP1; HWB SP1; OSR DM1; INF SP1; BENP CLW3

**SDP 20 Topography** - The development will work with the allocation's undulating topography to respect and build on the existing sense of place, as well as reducing the scale of earthworks and levelling required.

Policy Reference: SD SP1a; H SP2; D SP1; D DM1;

# High Level Development Principles

**SDP 21 Surface Water Management** – The development will deliver sustainable solutions for managing surface water which are focused on measures which are visible, attractive and contribute to the other strategic placemaking principles including bio-diversity and the provision of open space which is useable throughout the year.

Where possible, opportunities to deliver access, landscape and biodiversity improvements to the Lidsey Rife and other watercourses through partnership working will be explored, together with opportunities to support strategic flood defences beyond the boundaries of the allocation which may contribute to wider flood risk management objectives.

Policy Reference: H SP2; H SP2c; D SP1; W SP1; W DM2; W DM3; BENP ES1; BENP ES2; BENP H7; ANP EH4; ANP EH5

**SDP 22 Infrastructure** - The development will respond positively to any significant infrastructure deficits and make appropriate contributions to any improvements considered necessary.

Policy Reference: H SP2; H SP2c; W DM1; INF SP1; BENP CLW2; ANP EE8; ANP LC2; ANP LC3

### Sustainability

**SDP 23 Climate Resilient Development** - Development within the allocation will seek to make best possible use of passive design approaches to optimise the internal comfort of buildings. Coupled with extensive green infrastructure, these will in turn help to manage external comfort by managing air flows, temperature and shade.

Policy Reference: D SP1; ECC SP1; ECC SP2; W DM2; BENP ES11

**SDP 24 Low Carbon Energy** - Development at the allocation will promote low carbon energy technologies and embrace the transition to electric vehicles. Opportunities to incorporate renewable energy features on all buildings should be taken.

Policy Reference: D SP1; ECC SP2; ECC DM1; BENP ES13; ANP EH7

**SDP 25 Integrated Water Management** - Responding to the challenge of water stress across the South East, the allocation will identify opportunities to reduce potable water demand to below the 110 litres per day required by Part G of the Building Regulations.

Policy Reference: H SP2; D SP1; W SP1; W DM1;

**SDP 26 Construction and Material Use** - The development will take into consideration the whole life cost and embodied carbon of all building materials to encourage innovative and sustainable use of natural resources.

Policy Reference: D SP1; WM DM1;

**SDP 27 Waste** – The development shall ensure that adequate provision is made for the storage and collection of green, recyclable, food and residual waste in a manner which is integral to the overall design philosophy and encourages reduction, reuse and recycling.

Policy Reference: D SP1; WM DM1; INF SP1

**SDP28 – Pollution** - Ensure the layout and positioning of uses in the south eastern corner recognises Lidsey treatment works by responding to the outcomes of odour and noise assessments

Policy Reference: QE SP1; QE DM1 and QE DM3

**SDP 28 Stewardship** –Delivering a successful new community requires a clear understanding of how assets generated by the development process will be managed in perpetuity. The proposals must demonstrate how such management will be undertaken on behalf of the community.

Policy Reference:

### Technology

**SDP 29 Broadband** – The allocation will ensure that all occupied buildings have access to the highest level of broadband currently available and where appropriate make provision for future changes in technology, subject to viability.

Policy Reference: H SP2; INF SP1

Areas for Design Codes (see SDP8)

