



Land North of Horsham

DESIGN + ACCESS STATEMENT

Outline Planning Application : July 2016



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Land North of Horsham : Design + Access Statement

This Design and Access Statement has been prepared by BDB Design, on behalf of Liberty Property Trust UK Ltd (Liberty) to accompany an application for development at Land North of Horsham.

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CONTENTS

01	Background	4	06	Masterplan Design	92
	Vision			Masterplan Design	
	Introduction			Land Use	
	The Site			Development Framework	
	Guidance			Built Form	
				Landscape	
				Environmental Standards	
				Character Areas	
02	Involvement	20	07	Access + Movement	124
	Overview			Movement Principles	
	Website			Site Access	
	Public Exhibition and Engagement			Internal Access	
	Exhibition Panels			Movement Hierarchy	
				Parking Strategy	
03	Design Principles	26	08	Implementation	142
	Key Design Principles			Phasing	
04	Evidence	30	09	Summary	148
	Context			Conclusion	
	Local Character				
	Town Character				
	Character Summary				
	Physical Context				
05	Assessment + Evaluation	74			
	Design Process				
	Key Structuring Elements				
	Masterplan Evolution				

01 BACKGROUND







01

BACKGROUND Vision

VISION

The vision for Land North of Horsham is to create a new and vibrant community where many people will live, work and play, underpinned by the concept of ‘placemaking’ which will shape the design and masterplan. Quality will be at the heart of the development – from building design and landscaping, to public art and high quality sports facilities.

This vision will deliver an exemplar development comprising a sustainable development providing up to 2,750 private and local needs homes, with its own employment areas, schools, shops, health services, leisure and recreation areas, transport links and community centres.

In this unique masterplan, open space and landscape will work together with contemporary construction to create a distinctive place with all the positive characteristics associated with traditional market towns.

The vision for Land North of Horsham seeks:

- To achieve an exemplar of sustainable growth that is tailored to the particular circumstances of Horsham;
- To promote a development of traditionally inspired distinct character areas that is well connected to Horsham;
- To ensure that development is respectfully set within the unique landscape environment, and integrated by extensive, publicly accessible, multi purpose green spaces, with the creation of a new Nature Park.



01

BACKGROUND Introduction

GENERAL

The development at Land North of Horsham will provide a major extension to the town of Horsham. The ambition is to make Land North of Horsham a high quality place with a distinctive character and a strong sense of community where sustainable lifestyles are encouraged.

The masterplan proposals within this document set out the vision and framework for the new extension. They describe how it will relate to its surroundings and demonstrate the nature of the place that Land North of Horsham will become and how it will grow over time.

Land North of Horsham will have a unique character and identity defined by its landscape setting, its relationship to the wider countryside and its distinctive network of streets and open spaces. Its character will also derive from the way its buildings, streets and open spaces are inhabited. The concept of creating connected neighbourhoods where residents have access to a range of local facilities and public transport underpins the design. The masterplan has also been shaped by the principles of retaining natural features such as woodland and hedgerows, where feasible, respecting the setting of the historic buildings and ancient woodland, and creating green corridors to incorporate sustainable urban drainage.

This document aims to illustrate what kind of place Land North of Horsham will be and to demonstrate how it will incorporate the principles of sustainable design.

PROPOSED DEVELOPMENT

The proposal at Land North of Horsham is an outline planning application where appearance, landscaping, layout and scale are reserved for future approval. The proposed new accesses on to the A264 and the access on to Rusper Road, Old Holbrook, Langhurstwood Road and Wimland Road are to be agreed as part of the application.

The following aspects of the development are to be fixed within the application:

- Land Use
- Amount of Development (within parameter ranges)
- Access (within parameters of road routes)
- Layout (within parameters of development zones)
- Scale (within parameters of building heights)
- Landscape (strategic elements).

Description of Development

The proposed development is for the creation of a mixed use strategic development at Land North of Horsham to include housing, a business park, retail, community centres, leisure facilities, education facilities, public open space, landscaping and related infrastructure. The development will include:

- Up to 2,750 homes, with a mix of house types and tenures to meet local needs;
- 46,450 m² (500,000 ft²) business park;
- Two primary schools;
- A secondary school;
- Provision for special educational needs;
- 'Early years' provision;
- Local centres and community facilities;
- Retail provision of 4,900 m² (52,744 ft²) sales floorspace, together with other appropriate local shopping facilities
- Multi-use community centre;
- Land safeguarded for a parkway railway station and associated uses including car parking;
- Open space including a nature park, sport and recreation facilities, and allotments;
- Landscape buffers;
- A cemetery;
- Commercial leisure facilities of 5,100 m² (54,896 ft²);
- Local transport infrastructure to include delivery of and/or contributions towards highway improvements, comprising:
 - Closure of Langhurstwood Road left in / left out junction onto A264 and re-alignment of Langhurstwood Road to the east with a new signalised roundabout on the A264;
 - Upgrade of the Rusper Road roundabout to a signalised roundabout;
 - A new left in left out junction into the development east of Rusper Road;
 - A new roundabout on Rusper Road;
 - A new roundabout on Langhurstwood Road;
 - A new crossroads junction on Old Holbrook;
 - A new emergency access on Wimland Road;
 - Priority access for buses to/from Pondtail Drive;
 - New pedestrian and cycle crossing points on the A264; and
 - A number of off-site highways improvements.

01

BACKGROUND Introduction

LEGISLATIVE PROVISION

Horsham District Planning Framework (HDPF) Policy SD1 establishes the policy for development at Land North of Horsham in the form of an urban extension to Horsham and states that:

“Land North of Horsham, comprising the area north of the A264, between Langhurstwood Road and Wimland Road, is allocated for mixed use strategic development to accommodate around 2500 homes and associated infrastructure within the area identified on the concept masterplan map.”

SD1 also sets out the key principles of development for Land North of Horsham and these are denoted in the panel opposite.

This Design and Access Statement demonstrates how these principles are to be addressed.

Policy SD1: Principles of Development

1. The development should form a high quality, sustainable, mixed-use community which reflects the communities' needs. Through the planning, design, phasing and infrastructure provided the development should ensure that the future community has its own identity and character, but have strong, sustainable connections to Horsham.
2. The development shall be locally distinctive and unique through its architecture, urban and landscape design, where residents can become involved in their community and share the benefits of a high quality of life.
3. The development shall have a legible layout that facilitates all modes of sustainable travel, both within the development area and to provide linkages to the existing urban area of Horsham, thus reducing the dependency on the car by providing suitable access to local facilities and services.
4. The impact of the new development on the existing transport network shall be minimised – development will require new pedestrian and cycle crossing points of the A264; bus links and an internal network of bus routes; closure of Langhurstwood Road left in / left out junction onto the A264 and re-alignment of Langhurstwood Road to the east with a new roundabout junction on the A264; improvements to the Rusper Road roundabout; a new secondary junction into the development east of Rusper Road; improvements to the Great Daux roundabout; and improvements to the Moorhead roundabout. Old Holbrook is to be retained as a country lane and not as a vehicular access into the new mixed use community.
5. A business park shall be provided in order to enable the opportunity of working locally, to reflect the needs of the economy.
6. Land to be safeguarded for a parkway railway station and associated uses, adjacent to the business park, to provide a sustainable form of travel to the wider area.
7. A Local Centre will be provided which comprises a mix of uses to reflect the needs of the land at North Horsham allocation area; including shops, health care and community facilities.
8. Homes with a mix of housing sizes, types and tenures to meet local needs shall be provided.
9. Two primary schools and a site for a secondary school shall be provided together with provision for Special Education Needs places for 2-19 year olds.
10. Open space and sport and recreation facilities shall be provided to meet the needs of the new community and the wider area and to provide for a balance of development and landscaped open space.
11. A strong 'Landscape Buffer' shall be provided to the open countryside to provide a robust and long term, defensible boundary to the development and to avoid perception of coalescence and to maintain separation between Horsham and Crawley.
12. The development shall take a sequential approach across the site to ensure the most vulnerable uses are placed in the lowest flood risk zone. This approach will ensure the most effective risk management measure is applied to the site as a whole. The development will also make the most of opportunities to manage and reduce flood risk overall.
13. The development shall be delivered and laid out in accordance with the concept Masterplan Map.

01

BACKGROUND

Introduction

THE MASTERPLANNING TEAM

BDB Design were appointed by Liberty Property Trust UK Ltd (Liberty) in April 2011 to develop a masterplan and development framework for Land North of Horsham, as part of a consultant team for the project.

The masterplan has been developed in consultation with Horsham District Council (HDC) and formed part of the evidence base for the Strategic Site Allocation at Land North of Horsham, promoted through the Local Development Plan process.

The masterplan and development framework now provide the basis for this Outline Planning Application (OPA).

This Design and Access Statement has been prepared by BDB Design with contributions from the Liberty consultant team.

CONSULTANT	RESPONSIBILITY
BDB DESIGN	MASTERPLANNING & DESIGN TEAM
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CAMARGUE	COMMUNITY ENGAGEMENT
CBA TREES	ARBORICULTURAL CONSULTANTS
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ARCHAEOLOGY SOUTH EAST	HERITAGE CONSULTANTS
READING AGRICULTURAL CONSULTANTS	AGRICULTURAL LAND CONSULTANTS
BAE SYSTEMS	GEO-TECHNICAL CONSULTANTS

DESIGN AND ACCESS STATEMENT

The Design and Access Statement forms an important part of the information that has been submitted in support of the OPA. The purpose of the statement is to provide stakeholders with the information they need to consider the proposed development and to demonstrate that an inclusive and integrated approach to masterplanning has been adopted. The statement will explain the concepts behind the development and how access issues have been addressed.

It sets out the background to the project and summarises the extensive design process and considerations that have been taken into account in developing the illustrative masterplan and design principles.

This statement explains how the proposals have been developed to reflect planning policies and, through inclusive consultation, have regard to local aspirations for the site. It analyses the site and its surroundings, and assesses the design principles for the site.

It also shows how the design concept has responded to the site's constraints and opportunities to create a framework masterplan for the site, based on the planning parameter plans. Explanations will be given for the use, layout, scale, appearance, landscape design and access. An illustrative masterplan will be described, to demonstrate that this framework masterplan can be implemented.

This statement should be read in conjunction with the supporting plans and technical reports. These documents describe the principles and rules which the detailed designs of the Reserved Matters Applications need to comply with.

The structure and content of this Design and Access Statement has been produced in accordance with the Statutory Instrument No. 2015/595 - Town and Country Planning (Development Management Procedure) (England) Order 2015; DCLG guidance note 'Guidance on Information Requirements and Validation' (March 2010) and best practice guidance.

The design response to the site will be described including proposals for:

- The amount and mix of land uses
- The approximate location of buildings, routes and open spaces
- The scale and character of development
- The principles that will inform the landscaping of the site
- Phasing of development.

In addition the statement will describe the process of stakeholder and community involvement and how issues raised have been addressed during the design development process.

The application is submitted in outline and the only matters which are not reserved for subsequent approval are:

- Access to the A264, Rusper Road, Old Holbrook and Langhurstwood Road (described within the TA and on the Parameter Plans)
- Development Framework (described within this document and on the Parameter Plans).

The application does not seek approval for the detailed design or external appearance of any proposed buildings at this stage. This Design and Access Statement, however, sets out the context within which design details will come forward as part of reserved matters applications to the Local Planning Authority.

RELATED DOCUMENTS

The Design and Access Statement has drawn from all of the documents supporting the Outline Planning Application, including:

- Planning Statement
- Statement of Community Involvement
- Environmental Statement
- Transport Assessment
- Landscape & Visual Impact Assessment
- Ecological Assessment
- Arboricultural Surveys
- Heritage Assessment.

01

BACKGROUND Introduction

DCLG REQUIREMENTS

The requirement to submit a Design and Access Statement is contained within the Department for Communities and Local Government's (DCLG) Circular 01/2006, Section 2 - Outline Planning Permission and Reserved matters. It states that:

"A statement accompanying an outline application must explain how the applicant has considered the proposal, and understands what is appropriate and feasible for the site in its context. It should clearly explain and justify design and access principles that will be used to develop future details of the scheme."

This Design and Access Statement has been prepared in accordance with this circular and with 'Guidance on information requirements and validation' published by the DCLG in March 2010 which replaces Section 3 of DCLG Circular 01/2006 Design and Access Statements.

CABE GUIDANCE

In 2006, the Commission for Architecture and the Built Environment (CABE) published a document entitled "Design and Access Statements: How to write, read and use them". This document, states that the Design and Access Statement should explain how the physical characteristics of the scheme have been informed by a rigorous process which should include the following steps:

- Assessment
- Involvement
- Evaluation
- Design.

This Design and Access Statement follows the guidance recommended by CABE.

ORGANISATION

In order to assist those involved in assessing the OPA, the Design and Access Statement provides an explanation of the design process undertaken and the factors that have shaped the proposal. The key issues informing the masterplan process are also outlined.

The Statement comprises the following sections:

Section 01: Background – information about the purpose and structure of the document, and background and context to the application.

Section 02: Involvement – A summary of stakeholder and community involvement during the masterplanning process.

Section 03: Design Principles – describes the key design and sustainability objectives that should inform the masterplan.

Section 04: Evidence – describes the contextual and physical site issues.

Section 05: Assessment & Evaluation - evaluates the information assessed to produce constraints and opportunities objectives.

Section 06: Masterplan Design - describes the key parameters of the masterplan and outlines the objectives for the respective uses.

Section 07: Access & Movement - an explanation of how access to the site and movement within the site will be achieved and how buildings will be accessed.

Section 08: Implementation - an explanation of proposals for implementation and management including the phasing of development over time.

Section 09: Summary.



Design

The process
How the physical characteristics of the scheme have been informed by a rigorous process which should include the following steps:

- assessment
- involvement
- evaluation
- design.

Use
What buildings and spaces will be used for.

Amount
How much would be built on the site.

Layout
How the buildings and public and private spaces will be arranged on the site, and the relationship between them and the buildings and spaces around the site.

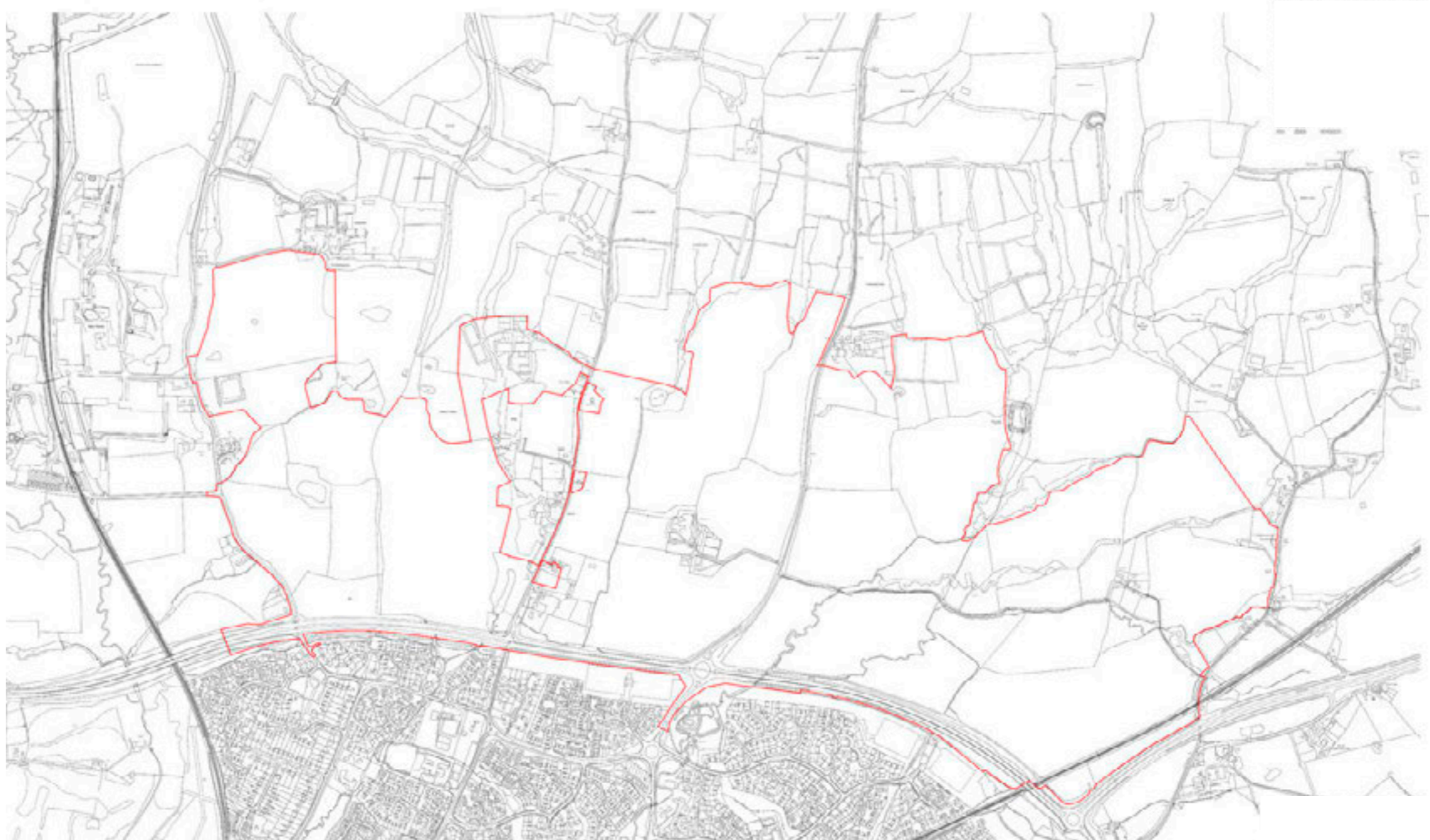
Scale
How big the buildings and spaces would be (their height, width and length).

Landscaping
How open spaces will be treated to enhance and protect the character of a place.

Appearance
What the building and spaces will look like, for example, building materials and architectural details.

01

BACKGROUND The Site



DEVELOPMENT SITE BOUNDARY

01

BACKGROUND The Site

SITE LOCATION & CONTEXT

The application site is located north of Horsham and the A264, between Langhurstwood Road and Wimland Road. The site comprises a number of agricultural parcels of land subdivided by hedgerows and trees, as well as several small copses and areas of woodland. There are also a number of agricultural and commercial buildings and residential properties within the site. The site is intersected by Rusper Road and Old Holbrook running northwards from the A264.

The town of Horsham is located directly to the south of the site, whilst Crawley lies approximately 2 miles to the north east. Horsham is the main cultural, economic and social focus of the District. The HDPF emphasises that significant new development should be focused in and around this key settlement.

SITE BOUNDARIES

The HDPF Policy SD1 Concept Masterplan Map (page 9) defines the location of Land North of Horsham which is the broad starting point for the masterplan.

A key aspect of the masterplanning work has been to define the area of land required to provide the development of Land North of Horsham. The red line boundary for the OPA (page 12) represents the outcome of this work and includes land required to provide ecological mitigation areas and flood attenuation as well as road access.

The A264 forms a well defined boundary to the south, with the northern site boundary being a more natural edge defined by the existing woodland and field pattern. To the east of the site lies Wimland Road and to the west lies Langhurstwood Road.

Within the site a number of areas are excluded from the OPA red line boundary. These relate to a number of properties that are not under the control of the applicant and where no development is proposed by this application. They include a number of properties on Old Holbrook, including the listed building at Holbrook Park. The HDC Concept Masterplan Map safeguards these under the category of 'Landscape and Buffering'.



01

BACKGROUND Guidance

PLANNING GUIDANCE

Planning policy guidance applicable to the Land North of Horsham development is currently provided at two levels, comprising national guidance (the National Planning Policy Framework), and local guidance (the HDPF and SPD's).

All levels of guidance have been reflected in the formulation of the Land North of Horsham proposal.

NATIONAL GUIDANCE

The National Planning Policy Framework (NPPF) was published on the 27th March 2012, and the scheme has been informed by this guidance. The following subsections analyse the NPPF and show the high degree of compliance between the Land North of Horsham proposals and the guidance in the NPPF.

National Planning Policy Framework:

The NPPF confirms (paragraph 6) that the purpose of the planning system is to contribute to the achievement of sustainable development. This is expressed in terms of having three dimensions; economic, social and environmental. All planning applications need to be assessed against each dimension to ensure that they will deliver sustainable development.

Paragraph 12 confirms the statutory status of the development plan as the starting point for decision making and how proposals in accordance with an up to date Local Plan should be approved unless other material considerations indicate otherwise. The NPPF is one of those material considerations. This is carried forward into paragraph 14 which sets out the 'presumption in favour of sustainable development', where applications which accord with the development plan should be 'approved without delay'.

Having set the overarching approach of the NPPF, paragraph 17 specifies the core land use planning principles which should underpin both plan making and decision taking. Paragraphs 18 to 149 provide more detailed guidance on the topic areas arising from the core principles. The relevant topics are considered below in the context of the Land North of Horsham planning application.

1. Building a strong competitive economy:

The Government is committed to ensuring that the planning system does everything it can to support economic development (paragraph 19). As part of this, Local Planning Authorities (LPA's) should plan pro-actively to meet the needs of business in the 21st century.

The HDPF sees Land North of Horsham as a mixed use urban extension. The Socio Economics Report demonstrates how the proposals will provide a flexible portfolio of employment, and community / leisure land which will generate in excess of 3600 jobs. As a consequence, the planning application complies with the first sustainable development topic of the NPPF.

2. Ensuring the vitality of town centres:

This second topic seeks to recognise that town centres are the heart of their communities and requires that a sequential test is applied to planning applications for town centre uses that are not in an existing centre and not in accordance with an up to date Local Plan.

The HDPF seeks to promote the viability and vitality of Horsham Town Centre, but it also recognises that the urban extension at Land North of Horsham will need to include new local centres to provide for the day-to-day needs of residents and workers.

However, it is recognised that the commercial and retail facilities at Land North of Horsham should not undermine the role of Horsham Town Centre. As a consequence, it is of a size that focuses on local needs.

3. Supporting a prosperous rural economy:

This topic is not relevant to the Land North of Horsham planning application.

4. Promoting sustainable transport:

The NPPF notes (paragraph 29) that transport has an important role in facilitating sustainable development and states that support will be given to patterns of development which promote sustainable modes of transport.

The HDPF identified Land North of Horsham as a suitable site for a sustainable urban extension, linked to the provision of high quality, bus based public transport and a network of cycle and pedestrian routes. The Transport Assessment and Transport Travel Plan accompanying the planning application set out the detail of how these sustainable transport objectives will be achieved in practice. An important element in this is the provision of a wide mix of on site services and facilities such as schools, shops, leisure and employment which allow many trips to be retained within the development. As a consequence, the application complies with the fourth sustainable development topic of the NPPF.



5. Supporting high quality communication infrastructure:

The NPPF notes (paragraph 42) that advanced, high quality communication infrastructure is essential for sustainable economic growth and particularly highlights the potential of high speed broadband networks. The proposals for Land North of Horsham will aim to provide the site with high-speed broadband. This should make Land North of Horsham an especially attractive location for businesses that are heavy broadband users. As a consequence, the application complies with the fifth sustainable development topic of the NPPF.

6. Delivering a wide choice of high quality homes:

The primary objective of this topic is the need “to boost significantly” the supply of housing and paragraph 52 notes that this can sometimes be best achieved through planning for larger scale development such as new settlements or extensions to existing villages and towns. The HDPF undertook an assessment of the best approach to meeting housing needs and concluded that a significant proportion of future housing supply would be focussed at the urban extensions of Land North of Horsham and Land West of Southwater.

The NPPF (paragraph 50) also expects new housing developments to deliver a wide choice of high quality homes with a mix of housing types and tenures. The Design and Access Statement explains how the Land North of Horsham development will provide both a range of choice and high quality housing. As a consequence, the application complies with the sixth sustainable development topic of the NPPF.

7. Requiring good design:

The NPPF sees good design as a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people. Paragraph 62 urges LPA's to put in place design review arrangements and generally refer major projects for review. The Land North of Horsham proposals were assessed through workshops and review forums. The comments obtained were generally very positive and have helped to influence the final form of the application. As a consequence, the application complies with the seventh sustainable development topic of the NPPF.

8. Promoting healthy communities:

Paragraph 69 of the NPPF expects the planning system to play an important role in facilitating social interaction and creating healthy, inclusive communities. It is suggested that this can best be achieved through creating mixed-use communities with safe and accessible environments as well as clear, legible pedestrian routes and high quality public spaces.

The Land North of Horsham development will be a new mixed use community containing a range of open spaces, community facilities, shops and jobs. Paragraph 72 notes the importance of ensuring that sufficient school places are available. The proposal achieves this through the provision of land and contribution towards a new secondary school and two primary schools. All of these facilities will be delivered through the S106 agreement. As a consequence, the application complies with the eighth sustainable development topic area of the NPPF.

9. Protecting green belt land:

The application site is not green belt land and as a consequence, this sustainable development topic does not apply.

10. Meeting the challenge of climate change, flooding and coastal change:

Paragraph 93 advises that planning has a key role in reducing greenhouse gas emissions, minimising climate change, providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy. The proposals reflect the advice in paragraph 96 by using land-form, layout, orientation, and massing to minimise energy consumption. It also complies with the low energy / renewable energy policies in the HDPF.

With regard to flood risk, the proposals have been extensively discussed with the Environment Agency and the form of the development has been carefully designed to direct development away from areas at risk of flooding. The application is supported by a Flood Risk Assessment which provides detailed information on the proposals and how SuDS measures will be adopted to ensure that flood risk is not increased off site. As a consequence, the application complies with the tenth sustainable development topic area of the NPPF.

11. Conserving and enhancing the natural environment:

Paragraph 109 states that the planning system should contribute to and enhance the natural and local environment. Paragraph 111 encourages the reuse of previously developed land. In the case of Horsham, the HDPF establishes that there is insufficient previously developed land to meet the required housing provision. Consequent to this, the greenfield urban extension at Land North of Horsham was selected. Paragraph 118 provides advice for the determination of planning applications. The Land North of Horsham development has been derived using an extensive evidence base of surveys which has allowed the nature conservation interest of the site to be established. Where impacts are expected to occur, mitigation is proposed by a range of measures which have been agreed in principle with Natural England. Paragraphs 120 to 125 deal with pollution, land instability, air quality, noise and light pollution. All of these issues have been taken into account in the preparation of the Land North of Horsham masterplan and are addressed in the Environmental Statement. As a consequence, the application complies with the eleventh sustainable development topic of the NPPF.

12. Conserving and enhancing the historic environment:

Paragraph 128 requires applications to describe the significance of any heritage assets affected by a proposed development. A Heritage Assessment has been produced for the application and has included a desktop archaeological evaluation, fieldwork and geophysical surveys. This has allowed the extent of the heritage assets to be identified and has enabled the masterplan to be designed to minimise the impact on these assets. Where impacts are identified, mitigation measures are proposed. Overall, it is concluded that the benefits of the Land North of Horsham proposals outweigh the limited impacts on heritage assets. As a consequence, the application complies with the twelfth sustainable development topic area of the NPPF.

13. Facilitating the sustainable use of minerals:

The Land North of Horsham proposals do not relate to mineral bearing land, therefore this core land use principle is not applicable to the development.

Conclusion:

The conclusion to be drawn from this brief evaluation of the NPPF is that the Land North of Horsham planning application proposals comply with the principles to deliver sustainable development set out in the national guidance.

LOCAL GUIDANCE

In May 2014, Horsham District Council published the HDPF Proposed Submission document and this was subsequently submitted to the Secretary of State for Communities and Local Government on in August 2014.

The Secretary of State appointed an Inspector for the Local Plan Examination which was held in November 2014. The document set out the Council's vision for the Horsham District and how it will develop up until 2031. The Council produced Proposed Modifications in March 2015, which were the subject of a further Examination Hearing in July 2015. Horsham District Council adopted the HDPF (as amended) in November 2015.

The Council's intention is that the vision and policies in the plan will shape the future of development in the district including home, businesses, shops and leisure facilities.

As noted on page 11, Policy SD1 sets out the guiding principles which flow from the Council's desire for sustainable development and high quality design. These comprise:

- Policy SD2: Employment and Business Opportunities
- Policy SD3: Local Centre
- Policy SD4: Housing Needs
- Policy SD5: Open Space, Sport and Recreation
- Policy SD6: Landscape Buffer, Landscape Character, Biodiversity and Green Infrastructure
- Policy SD7: Design
- Policy SD8: Education
- Policy SD9: Transport Infrastructure.

Policy SD2: Employment & Business Opportunities

A new high quality business park shall be provided in the area indicated on the concept Masterplan Map for approximately 46,450m² (500,000ft²). Sufficient floorspace is to be provided in the first phase of the development to meet demand including the needs of existing employers within the District that wish to relocate.

Policy SD3 Local Centre

The Local Centre will include:

1. Retail provision of no more than 6,000m² sales floorspace together with other appropriate local shopping facilities subject to it being demonstrated that there would not be a significant adverse impact on Horsham town centre;
2. Sufficient healthcare provision within or adjacent to the Local Centre. The exact size will be determined at the time to meet the needs of the development's population; and
3. A multi-use community centre to provide a flexible space to allow a wide range of community groups to benefit from the centre. This provision could be co-located with the education or health provision if appropriate.

The Local Centre should be delivered alongside the development of housing and be located and designed so that it is accessible to the residents of the new community, those who use the business area but also the existing residential areas of North Horsham.

Policy SD4: Housing Needs

For each phase, it shall be demonstrated how a mix of dwelling sizes, types and tenure is to be delivered in the context of the overall comprehensive development, taking into account local demand for custom build and other specialist housing, including extra care housing.

Policy SD5: Open Space, Sport and Recreation

Open space, sport and recreation shall be provided within the development in accordance with the following criteria:

1. High quality formal and informal open space shall be provided and designed comprehensively to positively contribute to and complement the urban design of the development, as well as meeting the open space quantity requirements of the strategic site;
2. Open space will vary in scale and design but shall include a Nature Park designed and managed to provide natural green space for informal recreation and biodiversity enhancements;
3. An appropriate split between formal and informal open space will be provided to meet local needs;
4. A structured and accessible distribution of open space throughout the new community will be provided, to make it easily accessible and to create parks, green linkages and community focal points; and
5. The design and layout of the open space shall make it suitable for a wide range of activities for all ages and interests.

Policy SD6: Landscape Buffer, Landscape Character, Biodiversity and Green Infrastructure

1. A strong 'Landscape Buffer' shall be provided to the open countryside to provide a robust and long term, defensible boundary to the development and to avoid perception of coalescence and to maintain separation between Horsham and Crawley.
2. The development shall respond to and complement the positive landscape characteristics and biodiversity qualities of the site.

Policy SD6: Landscape Buffer, Landscape Character, Biodiversity and Green Infrastructure (cont.)

3. A 'Nature Park' and the provision of green ways along the principal access roads, bus routes and cycle paths will be delivered as key features of a green infrastructure network.
4. Provision for a cemetery, allotments and sports provision should be made within the 'Landscape Buffer'.
5. The development will enable the retention, enhancement and creation of two major green corridors - north to south at the western side of Old Holbrook and Holbrook Park; and east to west at Bush Lane connecting to Langhurstwood Road and Wimlands Road.
6. Strategic landscape proposals, including advanced planting, shall be provided in key visually sensitive locations and designed to avoid creating the appearance of development along the A264. Proposals shall be delivered to an agreed phasing plan and an appropriate long term landscape management must be agreed.

Policy SD7: Design

The design principles below will be accorded to throughout the development in its entirety, and each core phase:

1. Development will be high quality and will respond to and complement the unique character, qualities and local distinctiveness of Horsham and the surrounding area.
2. Development will be well designed, with character areas and accessible focal points.
3. The design and layout of the development will provide an appropriate transition to the 'Landscape Buffer' and the wider countryside beyond.
4. Design will demonstrate best practice design and sustainability and construction approaches from the UK and Europe.

Policy SD8: Education

The development will include the following education facilities:

1. Early year's provision to meet the requirements of the new community;
2. Two, 2 form of entry primary schools (or equivalent);
3. Land and financial contribution for a 6 form of entry secondary school site;
4. Additional land amounting to 2ha for the secondary school campus for playing pitches;
5. Financial contribution towards post 16 education facilities; and
6. A Special Education Needs school accommodating up to 60 children from 2-19 years old.

The developer will be expected to make land available for the facilities and meet the capital cost of construction of the primary school, early year's and Special Educational Needs provision. Delivery of the facilities should be phased to ensure early delivery of an appropriate amount of early year's, primary and secondary provision.

Policy SD9: Transport Infrastructure

The following transport infrastructure shall be delivered in conjunction with the development and the appropriate phase:

Pedestrian and Cycle:

1. New and where the opportunity arises, safer pedestrian and cycle crossing points of the A264 to provide connections from existing residential areas to potential facilities and to give access to the development to / from Horsham and provide the existing communities in North Horsham access to the site and the Public Rights of Way network and the countryside to the north;
2. A safe crossing for cyclists completing the Horsham to Crawley cycle route.

Bus:

3. Appropriate access for buses shall be delivered to ensure easy access to and from the strategic site and to link in with the existing residential areas of North Horsham.
4. A comprehensive internal network of roads to accommodate bus routes shall be provided to serve the development and to ensure easy access across the strategic site, linking all key facilities and providing excellent access to Horsham town centre.

Rail:

5. Land required to deliver a railway station and associated uses including parking and a multi-modal interchange, is safeguarded, as indicated on the Masterplan Map pending a definitive decision for the Department of Transport.

Highway Improvements:

6. Closure of Langhurstwood Road left in / left out junction onto A264 and re-alignment of Langhurstwood Road to the east with a new roundabout junction on the A264;
7. Improvements to the Rusper Road roundabout;
8. A new secondary junction into the development east of Rusper Road;
9. Improvements to the Great Daux roundabout; and
10. Improvements to the Moorhead roundabout.
11. Other measures, to be funded by the developer, that address the impact of the development so as to ensure the continued safe and efficient operation of the strategic and local road networks including outside the District boundary.

General:

12. The design and layout of the transport network shall be designed to discourage through traffic along the rural roads.
13. A Travel Plan Strategy shall be provided for the strategic site taking into account the individual uses within the site, the phasing of the development and the different character areas within the development.
14. The Horsham District Transport and Development Study indicates that development of the land north of Horsham would result in an increase in vehicle trips travelling north into Surrey towards existing problem locations. A comprehensive transport assessment to demonstrate the additional amounts of traffic movement including but not limited to north on the A24 and the A281 that would be generated by all the residential and business development proposed in the strategic allocation shall be undertaken prior to the determination of planning applications for the site's development. Before undertaking any modelling work to support the transport assessment, applicants will be required to agree trip rates, trip distribution and junction modelling with Surrey and West Sussex County Councils. Should this work reveal the need for highway works or mitigating measures in Surrey taking into account all modes of transport, a suitable mechanism to deliver these works will need to be agreed with Surrey County Council.

01

BACKGROUND Guidance

SUSTAINABLE DESIGN GUIDANCE

The HDPF Policy 37 sets standards for sustainable design and construction including the following specific requirements:

- Maximise energy efficiency and integrate the use of decentralised, renewable and low carbon energy
- Limit water use to 110 litres/person/day
- Use design measures to minimise vulnerability to flooding and heat wave events; Be designed to encourage the use of natural lighting and ventilation
- Be designed to encourage walking, cycling, cycle storage and accessibility to sustainable forms of transport
- Minimise construction and demolition waste and utilise recycled and low-impact materials
- Be flexible to allow future modification of use or layout, facilitating future adaptation, refurbishment and retrofitting
- Incorporate measures which enhance the biodiversity value of development.

All new development will be required to provide satisfactory arrangements for the storage of refuse and recyclable materials as an integral part of design.

New homes and workplaces should include the provision of high-speed broadband access and enable provision of “Future “ technologies where available.

GUIDANCE FOR NEW HOMES

The HDPF Policy 37 further outlines that new development is designed and constructed in a way that minimises its impact on the environment and contributes to meeting the District’s carbon reduction target and reduce the amount of waste sent to landfill.

The policy also seeks to deliver flexibility in development design to enable buildings to be easily adapted, either to respond to a changing climate or to reflect changing lifestyle needs.

The Government has withdrawn the Code for Sustainable Homes, under its Housing Standards Review, and instead will control environmental performance through Building Regulations. The proposed development at North of Horsham will aim to comply with emerging policy and promote an exemplar approach to sustainability.

DESIGN GUIDANCE

A wide range of guidance documents are available, giving information and advice on issues relevant to the development of the site. These cover diverse topics and range from the general to the specific. Therefore, while a general familiarity with all relevant guidance has been important, a number of key publications have been identified as core documents. These in turn have informed the identification of a set of Key Principles for development which are set out in Section 3 of this document.

- Urban Design Compendium - English Partnerships and the Housing Corporation (2007)
- Safer Places: The planning system and crime prevention ODPM (2004)
- Meeting Part M and designing Lifetime Homes - Joseph Rowntree Foundation (1999)
- The Green Guide to Housing Specification Building Research Establishment (BRE) (2000)
- The Green Guide to Specification - BRE (2008) - Currently online only
- Building for Life - Delivering great places to live: 12 questions you need to answer Commission for Architecture and the Built Environment (CABE) (2007)
- By Design - Urban design in the planning system: towards better practice - Commission for Architecture and the Built Environment (CABE) (2000)
- Manual for Streets 1 & 2 -Department for Transport, and Community and Local Government (2007)
- Car Parking: What works where - English Partnerships (2006).

01

BACKGROUND Guidance



02 INVOLVEMENT





INTRODUCTION

This section summarises the process of involving key stakeholders and the local community in developing the Land North of Horsham masterplan. This involvement has provided opportunities to participate in the creative process of shaping the masterplan as well as commenting on emerging proposals.

NATIONAL PLANNING POLICY FRAMEWORK

The NPPF encourages pro-active communication between applicants, local planning authorities and local communities to help facilitate better planning decisions and outcomes. In paragraph 118, it states:

“Early engagement has significant potential to improve the effectiveness of the planning system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.”

The NPPF advises that local planning authorities should, where appropriate, encourage applicants to engage with the local community where they are not required to do so by law.

Liberty and HDC have fully committed to this approach throughout the consultation and pre-application process.

HORSHAM DISTRICT COUNCIL STATEMENT OF COMMUNITY INVOLVEMENT

HDC’s Statement of Community Involvement (SCI) recognises the importance of community consultation for planning applications. Paragraph 6.11 states that:

“The role of the applicant is becoming increasingly more important in community involvement, and there are examples of good practice in the District where developers have undertaken a large amount of community involvement before, and during, submission of an application.”

HDC’s SCI encourages developers to undertake early community engagement to ensure local issues are identified and addressed prior to submission of a planning application. It also outlines a number of ways a developer can engage with the public, including exhibitions, press releases, meetings with local groups and the production of a developer’s SCI.

BACKGROUND

The Land North of Horsham strategic site allocation has been the subject of extensive consultation and debate during production of the HDPF. Feedback from the HDPF consultation, as well as extensive technical work undertaken at that stage, has helped to inform the progression of the framework masterplan and enabled a number of iterations to be produced and tested.

Liberty has undertaken a comprehensive programme of public consultation on its emerging plans and a number of consultation events and workshops were organised with key stakeholders over the planning promotion period. This supported and informed the emerging proposal for the strategic site allocation at Land North of Horsham. Liberty’s programme of consultation and community engagement was focused in a number of areas:

1. Pre-consultation publicity – to maximise awareness of Liberty’s intention to submit a planning application, its commitment to consult and the opportunity for the local community to help shape the proposal.
2. Core pre-application consultation period – focused around a public exhibition in Horsham town centre.
3. Masterplan surgeries – dedicated meetings with local parish councils and key stakeholder groups.
4. Project Workshops - regular meetings with the HDC Officers, West Sussex County Council (WSCC), the Environment Agency, Natural England and Sport England.

REFERENCE GROUP

A Reference Group was established and has met on a regular basis during the promotion process. This was organised and chaired by HDC planning officers, and included District and County Councillors, Parish Councillors and key stakeholders. Liberty and their consultants attended meetings as required to present the evolving proposals. The purpose of the group is to review and comment on the emerging masterplan that now forms the basis of the strategic allocation and the OPA. Particular topics covered at these Reference Group meetings included transport and community & economic benefits.

PROJECT WORKSHOPS

A series of Project Workshops were held involving the HDC Development Control Team, HDC Community and Culture Team, County Highways and Environmental Team, and the Liberty consultant team to scope and evaluate the requirements and aspirations for the emerging development proposals.

These were topic related and examined the proposals for open space and leisure requirements, community facilities, landscape and environmental matters, which would shape the masterplan and parameter plans. These workshops enabled the progression of the emerging masterplan, and helped to refine the requirement envisaged under the over-arching HDPF Policy.

MASTERPLAN SURGERIES

Having invited the whole community to view the proposal in a public and open forum through a public exhibition, Liberty engaged with key groups to discuss the detailed aspects of the emerging masterplan which were most of interest or concern to them.

The following groups were therefore invited to meet with the Liberty team as part of a series of masterplan surgeries;

- North Horsham Parish Council
- Rusper Parish Council
- Warnham Parish Council
- Horsham Society
- Horsham Town Community Partnership (focus on Riverside Walk)
- Horsham District Cycling Forum.

The surgeries were attended by key members of the Liberty team, with appropriate drawings and masterplans used to help inform the discussions. Where requested, meetings were also held with individual residents living closest to the site.

02

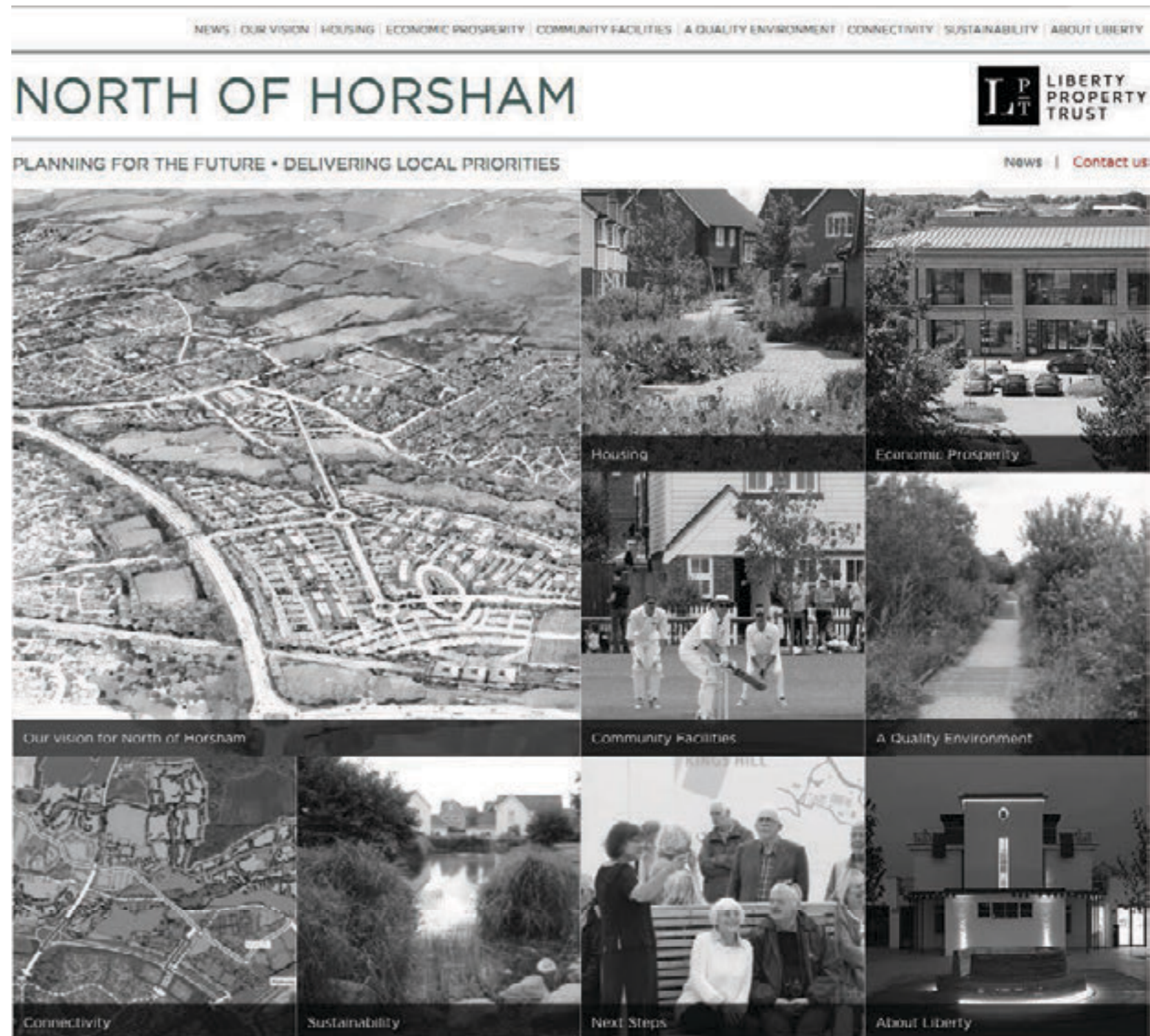
INVOLVEMENT Website

WEBSITE

A website for Land North of Horsham was established to provide information about the project.

The web address is:
www.landnorthofhorsham.co.uk.

The website includes a summary of the scheme proposals and is regularly updated to reflect the progression and evolution of the masterplan and scheme objectives. It also includes a document library where copies of material from exhibitions, newsletters and reports of consultation events can be accessed.



02

INVOLVEMENT Public Exhibition and Engagement

PUBLIC EXHIBITION

On 17 and 18 April 2011 Liberty held a public exhibition in Bishopric, Horsham. Over 900 people attended the exhibition which included an explanation of how the various elements of the HDC Strategic Sites Policy would be organised within the concept masterplan for the development. This included how the new housing areas could be configured in distinctive neighbourhoods, where the schools would be located and how a new Nature Park would be created.

The presentation also set out the objectives for transportation and infrastructure, including the proposals for a potential new Parkway Station, as well as phasing plans and proposals for movement and transport, community facilities and green infrastructure.

Visitors expressed a broad range of views on the proposals. In most cases, individuals attended to learn more about the plans and how general concerns were being addressed.

Questionnaires were used at the event to collect feedback; these were also available on the website. Analysis of the questionnaires led to a refinement of the masterplan, particularly in response to community and leisure facilities.

In response to feedback, a number of updates were made to the masterplan, including consideration of a more central location for the Sports Hub, and incorporating this as part of the Nature Park. The schools locations were also reviewed to ensure these were positioned to suit the new community and to co-locate these around large areas of green open space.

Copies of the exhibition panels are shown on the following page.

STATEMENT OF COMMUNITY INVOLVEMENT

The Statement of Community Involvement (SCI) which accompanies this OPA provides a more detailed summary of the consultation process, as well as documenting the key issues considered at the various engagement events and stakeholder surgeries. In particular, it provides the details of responses and feedback arising from the public exhibition and the questionnaires.

COMMUNITY ENGAGEMENT

The aim is to continue to work with local people and community stakeholders throughout the development process to ensure that proposals respond to their needs and reflect local aspirations. This will enable local people to continue to be involved in the running of their community after development has been completed.



INVOLVEMENT
Exhibition Panels

NORTH OF HORSHAM

PLANNING FOR THE FUTURE • DELIVERING LOCAL PRIORITIES



WELCOME

Liberty Property Trust is bringing forward plans for North of Horsham – a mixed-use, sustainable development providing around 2,500 private and affordable homes supported by jobs, schools, amenities and associated infrastructure.

We are committed to making North of Horsham a great place to live, work and play. As long term investors, quality is at the heart of what we do – from building design and landscaping, to public art and high-quality sports facilities.

Liberty is a masterplan developer and will be making an outline planning application for North of Horsham later this summer. We want the local community to help shape our plans by telling us about their priorities for the town.

Planning for growth

Horsham District Council (HDC) needs to plan for growth over the next 15 year period to ensure there are sufficient homes and employment opportunities for the district, now and into the future.

The forward plan for the district, the Horsham District Planning Framework (HDPF), sets out where the new housing and employment space should go. It also looks at how the associated infrastructure should be delivered in line with this growth.

Looking at least 15 years ahead presents an opportunity to plan properly for the long-term, enabling infrastructure to be fully considered, for example roads, open spaces, recreation, education, health, culture, rail, and other services.

North of Horsham has been included in the HDPF to provide much of the solution for the district's long-term growth. The Government's Independent Planning Inspector reviewed the HDPF at the end of last year. He endorsed the Council's decision to include North of Horsham, acknowledging it as a sustainable location for new homes, jobs, social and community facilities.

The Council is currently consulting on final housing numbers to meet the Planning Inspector's requirements, before adopting the HDPF later this year.



NORTH OF HORSHAM

PLANNING FOR THE FUTURE • DELIVERING LOCAL PRIORITIES



A QUALITY ENVIRONMENT

Vision

The National Planning Policy Framework (NPPF) promotes growth to meet the needs of current and future generations. It also requires that growth should respect and, where possible, enhance the natural environment.

Liberty believes not just in providing homes but in creating quality environments. We aim to enhance the communities where people live by creating a landscape-led masterplan which recognises the wider benefits of ecosystems and provides net gains in biodiversity.

Around 240 acres or approximately 40 per cent of the site will remain undeveloped as landscaped open space and parkland, a nature park, woodlands, meadows and sports pitches. These green spaces will be made accessible through a network of footpaths, cycleways and bridleways. Individual homes will also have their own gardens.

Ecology and Ancient Woodland

North of Horsham contains a number of wildlife habitats and protected species, such as ancient woodlands, reed pasture, trees, hedgerows, watercourses, ponds, bats, great crested newts, birds, reptiles and beetles, which we will aim to retain and manage. We will maintain the ancient woodland, keeping in appropriate buffer between this and new buildings. By building homes and amenities around the woodland, we aim to protect it while managing it for more people to enjoy.



NORTH OF HORSHAM

PLANNING FOR THE FUTURE • DELIVERING LOCAL PRIORITIES



A SUSTAINABLE MASTERPLAN

In line with the HDPF allocation, Liberty is proposing a new sustainable, mixed-use community of around 2,500 private and affordable homes supported by jobs, schools, amenities and associated infrastructure.

Residential – around 2,500 private and affordable homes to meet a range of local needs.

Business Park – 500,000 sq ft of energy efficient, modern and high-quality office space, creating up to 4,000 job opportunities.

New Schools – with land and financial contributions towards one secondary school and two primary schools, along with Special Education Needs places.

Parkway Station – a potential new Parkway Station on the Horsham to London line with 600 car parking spaces.

Local Centre and Foodstore – providing a range of local facilities to meet the day-to-day needs of residents and business park employees.

Neighbourhood Centres – providing a local point for the different residential areas, these centres will provide local facilities.

Open Green Space – providing formal and informal sport, recreation and relaxation opportunities for new and existing residents of Horsham.

Semi Natural Green Space – providing enhanced ecological habitats in which a range of wildlife species can thrive.

Landscaped Buffer Zones – enhancing the environment around the residential areas and Business Park and help the new community blend seamlessly into its surroundings.

Ancient Woodland – protected by an appropriate buffer from new development and managed for more people to enjoy.

Cemetery and Allotments – new allotments will be available to local residents and much needed cemetery space will be provided in a tranquil environment.

Attenuation Ponds – key feature of the Sustainable Drainage System (SuDS) also including swales and ditches, which will help maintain current levels of surface water run-off rates.



NORTH OF HORSHAM

PLANNING FOR THE FUTURE • DELIVERING LOCAL PRIORITIES



HIGHWAYS IMPROVEMENTS

New and improved roads and junctions will provide vehicles with access to and from the site. The three main access points will be:

• a new roundabout at the junction between the A264 and Langhurstwood Road

• an improved roundabout at the junction between the A264 and Rusper Road

• a new junction on the A264 between Rusper Road and Moorhead Roundabout.

A new access junction is proposed on the A264, close to the existing Langhurstwood Road junction, providing access to the western side of the site. This will be a signalised roundabout, with pedestrian and cycle crossings. The southern end of Langhurstwood Road will be realigned, so that the development traffic and existing HGV traffic can be diverted away from the existing properties. The southern arm of the junction will be a bus-only route with associated footpath/cycleway connecting to Pontail Drive, allowing buses, pedestrians and cyclists to travel between the development and the existing town.

The improvements identified for Moorhead Roundabout are likely to include traffic signals and additional lanes to increase capacity. There is a committed improvement scheme at the Great Daul junction to accommodate the West of Horsham development. Further improvements to this junction, in the form of additional lanes, are likely to be required to accommodate the North of Horsham development.

We are progressing with the Transport Assessment to confirm that junctions within the study area can accommodate the additional development traffic. It is possible that improvements will be needed at Moorhead Roundabout and Great Daul Roundabout.

The improvements identified for Moorhead Roundabout are likely to include traffic signals and additional lanes to increase capacity. There is a committed improvement scheme at the Great Daul junction to accommodate the West of Horsham development. Further improvements to this junction, in the form of additional lanes, are likely to be required to accommodate the North of Horsham development.

The existing A264 roundabout at Rusper Road will be improved with extra lanes and traffic signals and will provide access to the central part of the



NORTH OF HORSHAM

PLANNING FOR THE FUTURE • DELIVERING LOCAL PRIORITIES



HOUSING

Vision

North of Horsham will provide around 2,500 private and affordable homes to meet a range of local needs. There will be homes for:

- first-time buyers,
- young families looking to settle,
- people wishing to downsize,
- older people looking for more specialist accommodation in their retirement,
- individuals and families on the Council's housing list.

The development will also provide serviced plots for self-build.

Liberty is a masterplan developer and we work closely with housebuilders to deliver good design and high-quality environments. We want to build a community at North of Horsham that the existing and new residents of the town will be proud of and, as a long-term investor, we will have a stake in its future success.

Density

North of Horsham will be made up of a mixture of homes from one bedroom apartments to five bedroom houses.

The residential areas will have a varied density, with higher densities around neighbourhood centres and the A264 and a graduated density towards the edges of the development. New buildings will be separated from the A264 by substantial new landscape buffers.

Character

Each neighbourhood area will have its own character and feel, with each neighbourhood centred around key community facilities.

We would like your input on the architectural styles within each of the neighbourhood areas. Please use your feedback form to tell us what you think about this aspect of our plans.

Housing for local needs

Horsham District Council has a policy (HDPF-15) targeting 35 per cent of dwellings to 'meet the proven needs of people who are not able to compete in the general housing market'. North of Horsham will help to meet local housing needs, ensuring a mix of housing sizes, types and tenures including social rented accommodation and shared ownership housing.

Liberty is working with a local housing association, Savon West, who will provide the housing for local needs within the development.



NORTH OF HORSHAM

PLANNING FOR THE FUTURE • DELIVERING LOCAL PRIORITIES



03 DESIGN PRINCIPLES





03

DESIGN PRINCIPLES

Key Design Principles

INTRODUCTION

The NPPF sets out the overarching planning policies on the delivery of sustainable development through the planning system. Good design plays a fundamental role in achieving this. As section 7, paragraph 56 of the NPPF states:

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”

Paragraph 57 continues:

“It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.”

KEY DESIGN PRINCIPLES

A number of key design principles have been established by Liberty and the consultant team which have influenced and informed the preparation of the masterplan and the information presented in the Design and Access Statement. These key design principles are as follows:

RELATIONSHIP TO HORSHAM

- Provide a range of facilities, commercial space and residential accommodation at Land North of Horsham that complement the existing provision within Horsham and support the economic prosperity of the town as a whole.
- Promote a shift towards more sustainable transport modes for travel between Land North of Horsham and Horsham.

MIXED USES & FORMS

- Build a range of homes of different types, sizes and tenures to meet the needs of different sections of the community and distribute them widely across the site.
- Provide a range of non-housing uses to service the needs of the residential community and create a varied and stimulating environment.
- Provide connected neighbourhoods that cater for most daily needs of residents within easy walking distance of their homes.
- Create a vibrant and viable Local Centre as a focus for the community life of the development.

SUSTAINABLE COMMUNITY

- Consider the social, economic and environmental impacts of proposals on existing and future residents and also the wider area.
- Facilitate the creation of a safe, comfortable, varied and attractive place.
- Explore phasing options to provide an appropriate level of services and facilities to support residents as the scheme is built over time.

LANDSCAPE & PLACE

- Work with the existing site characteristics and landscape features to create a scheme which sits comfortably within the natural environment.
- Take advantage of existing site features and orientation to maximise energy conservation and amenity.
- Create a series of green fingers linking to the countryside and towards the town centre.
- Avoid Ancient Woodland and important hedgerows and aim to keep as much existing vegetation as possible.

CONNECTIVITY

- Provide good connections both within the new development and to important destinations outside to facilitate access to jobs, schools, health and other important services.
- Consider the differing needs of pedestrians, cyclists, public transport users and car owners, with a focus on the creation of attractive streets rather than efficient highways.
- Retain existing rural lanes where possible encouraging pedestrian, cycle and equestrian use through providing new routes better suited to vehicles.

URBAN FORM

- Create a clear hierarchy of streets and spaces to define a legible and varied urban environment.
- Design high quality buildings to enclose spaces and form important landmarks within the street scene.
- Respect existing development by designing new development to avoid sunlight / daylight impact.

03

DESIGN PRINCIPLES

Key Design Principles

CHARACTER & IDENTITY

- Create buildings and spaces which have a strong and distinct character.
- Take inspiration from local building styles and urban forms.
- Ensure that development complements and enhances the quality of the surrounding area.
- Create an attractive setting for buildings of heritage value within the site.

COMMUNITY SAFETY

- Create spaces with appropriate levels of activity, which are well observed by residents, attractive and well lit.
- Ensure that the definition between public and private spaces is clear and unambiguous and that different uses do not conflict with each other.
- Aim to achieve Secured by Design accreditation from the local constabulary.

INCLUSIVE DESIGN

- Provide homes which are of a reasonable size to allow adaptation and flexible use by owners throughout their lifetime regardless of physical ability.
- Create an external environment that is accessible and appealing to all regardless of physical ability, age, gender or circumstance.

CAR & CYCLE PARKING

- Provide an appropriate amount of parking for the surrounding homes without allowing it to dominate the environment of the street.
- Provide parking which is clearly defined and integral to the design of streets and spaces.
- Provide ample, convenient and secure cycle parking to encourage reduced use of the car.

SUSTAINABLE CONSTRUCTION

- Specify construction materials carefully and avoid those which have poor sustainability credentials.
- Minimise the requirement for landfill and make use of In-situ remediation and decontamination technology to reduce the amount of waste material leaving the site.

DELIVERABILITY & LONG TERM MANAGEMENT

- Design buildings and external environments that are robust and easily maintained.
- Ensure that quality can be sustained over time through the development of long term management strategies.

COMMUNITY ENGAGEMENT

- Work with local people and community stakeholders throughout the development process to ensure that proposals respond to their needs and reflect local aspirations.
- Enable local people to continue to be involved in the running of their community after development has been completed.

BUILDING FOR LIFE

The development will also embrace and promote the design principles set out in the Design Council's "Building for Life 12" Third Edition 2015 which is the acknowledged industry design standard, endorsed by Government, for Local Planning Authorities and Developers to use collaboratively on new housing development proposals. It will use the questions and recommendations to guide the design principles. This includes 12 criteria split into three themes, comprising:

- Integrating into the neighbourhood
- Creating a place
- Streets and home.

Integrating into the neighbourhood		
1	Connections	Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?
2	Facilities and services	Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?
3	Public transport	Does the scheme have good access to public transport to help reduce car dependency?
4	Meeting local housing requirements	Does the development have a mix of housing types and tenures that suit local requirements?
Creating a place		
5	Character	Does the scheme create a place with a locally inspired or otherwise distinctive character?
6	Working with the site and its context	Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?
7	Creating well defined streets and spaces	Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?
8	Creating well defined streets and spaces	Is the scheme designed to make it easy to find your way around?
Street & home		
9	Streets for all	Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
10	Car parking	Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?
11	Public and private spaces	Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?
12	External storage and amenity space	Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

04 EVIDENCE





04

EVIDENCE Context

INTRODUCTION

This section comprises a short description of the matters which provide a background for the Land North of Horsham proposals, and considers the geographical location, transportation context and historic growth of Horsham.

It considers the events that have shaped the surrounding landscape to provide a context for the development and provides an explanation of the character of the landscape including identification of key elements to be considered in designing the masterplan and considers the main physical features of the site and its connections to surrounding areas.

Local architectural character and urban form are examined through an analysis of the local villages and the town of Horsham, which will provide a key reference for the organisation and form of the buildings within the new development.

Following this evidence gathering process, an explanation of the key site constraints and identification of opportunities for views and connections are outlined, providing a baseline for the new masterplan.

GEOGRAPHICAL CONTEXT

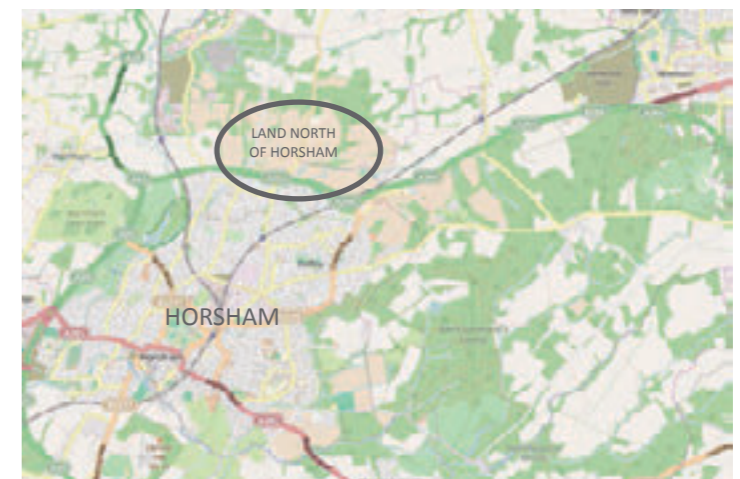
Horsham is a market town on the upper reaches of the River Arun in the centre of the Weald, West Sussex and is within the historic county of Sussex, England. The town is 31 miles (50 km) south south-west of London, 18.5 miles (30 km) north-west of Brighton and 26 miles (42 km) north-east of the county town of Chichester. Nearby towns include Crawley to the north-east and Haywards Heath and Burgess Hill to the south-east. It is the administrative and market centre of Horsham District Council area.

West Sussex is bordered by Hampshire to the west, Surrey to the north and East Sussex to the east, with Brighton and Hove in the south east corner. The English Channel lies to the south.

Horsham sits in a basin formed by high ground running from Roffey in the north-east, through St Leonard's Forest on the fringes of the High Weald in the east, to Denne Park and Tower Hill in the south-west. The basin is drained by the River Arun with its headwaters in the Forest valleys feeding a slow-moving river which flows close to the southern edge of the town, and onwards to the sea at Littlehampton.

Whilst these natural features defined the original settlement area, the town has grown over the centuries and the built-up area is now substantially defined by man-made features, comprising the A24 to the west, the A264 to the north and the railway to the south. To the east and south-east the boundary merges more naturally into the surrounding landscapes of St Leonard's Forest and Chesworth Farm.

Much of the area to the east of a line from the A264 to Brighton Road is included in the High Weald Area of Outstanding Natural Beauty.



04

EVIDENCE Context

HISTORICAL CONTEXT

The Horsham Town Design Statement SPD (2008) provides a summary of the historic development of Horsham. This has been reviewed as part of the assessment process. Historic background information is also outlined in the Conservation Area Character Statement for Horsham Town Conservation Area and the Extensive Urban Survey for Horsham Town.

The SPD indicates that Horsham has Saxon origins as a location for seasonal breeding of horses in the sixth century, from which the town name is derived: 'horse' and 'ham' (home or homestead).

Horsham developed as a thriving market town with growth during the iron industry in the 16th and 17th century associated with the manufacture of armaments. Transport improvements including the establishment of a turnpike road (Worthing Road) in 1764 and critically the arrival of the railway in 1848 saw the growth of the town's population. Congestion in the town centre saw a number of road infrastructure projects in the town centre from the 1960s through to the 1970s and 1980s. These included the western bypass (A24) and the inner relief road (Albion Way) as well as the pedestrianisation of West Street, Middle Street and much of the Carfax.

The SPD indicates that the oldest buildings date from the medieval period although many have been altered significantly over the years. These early buildings were typically detached, timber framed with adjoining gardens and yards. These buildings play a key role in defining the historic character of the town centre with a proliferation of buildings located in the centre of town at East Street, West Street and Middle Street.

The SPD confirms that the Georgian period coincided with a relatively limited period of expansion and in that context, only a few examples of Georgian architecture remain. Examples include large and free-standing buildings in the town centre including Park House, Springfield Park and Manor House as well as re-fronting of medieval properties to match tastes and preferences (e.g. Causeway).

The Victorian period was a major era of expansion in Horsham and the creation of a number of new streets defined by narrow fronted terraced houses following the enclosure of Horsham Common and the arrival of the railway.

A review of historic maps of Horsham indicate the main growth of the core town area between 1880 and 1938. The town has since expanded northwards from the main streets within the heart of Horsham, including the Guildford Road and Brighton Road.

Development has grown around Horsham Park, which remains an important area of public open space. Later housing developments have evolved to the north west of the town, such as at The Common, to the north along with Little Haven and Roffey, and to the east of the town with Oakhill.

In more recent times, the town has continued to develop and additional housing has been built from the 1950s onwards, extending the town to the west, north and east.



HISTORIC TOWN MAP



LOCAL CONTEXT IMAGES

04

EVIDENCE Local Character

URBAN DESIGN

The designs for the Land North of Horsham have been influenced by a number of sources, including the following:

- National urban design policy and guidance
- Best practice design guidance
- Local urban design policy and guidance
- Existing conditions of adjacent residential areas to the site
- Physical opportunities and constraints of the site itself (including topography, existing landscape features, public rights of way, land use and site services).

The following section sets out the key influences from each of these sources to provide a summary of how the design of the masterplan for the Land North of Horsham has been shaped.

The Urban Design Compendium (English Partnerships and The Housing Association) sets out the requirements for successful places as:

"For places to be well-used and well-loved, they must be safe, comfortable, varied and attractive. They also need to be distinctive and offer choice, variety and fun. Vibrant places offer opportunities for meeting people, playing in the street and watching the world go by."

A number of the key urban design qualities promoted by those involved in the production of the built environment are often interlinked and inseparable.

The following list identifies a number of major qualities which the development aims to provide:

Sustainability - Embraces a range of considerations, including efficient use of and fair access to resources, in particular land, the maintenance and enhancement of the natural environment, maximising human interaction whilst minimising the need to travel and providing accessible open space.

Character - A place with its own identity that also enriches the quality of the existing place, supported by variety and choice.

Legibility - A place which is easy to understand and navigate around, offering choices and making connections (physically and visually), both now and in the future.

Permeability - A built environment offering a choice of different routes for moving around including direct links to key destinations and a network of routes that lie all the places together.

Quality of the Public Realm - A place with attractive outdoor spaces that encourages simultaneous activities.

Adaptability and Robustness - Design for Change: a place that responds easily to future changes in use, life style and demography.

Variety - A mix of uses and forms: creating stimulating, enjoyable and convenient places (supports sustainability and viability).

Security and Safety - Natural surveillance enables residents to overlook each other's houses, cars and access routes providing a level of security. Active streets encourage a perception of safety.

Viability - Economically viable places long term: well managed and maintained.



LOCAL CONTEXT IMAGES

04

EVIDENCE Local Character

LOCAL DISTINCTIVENESS

Analysis of successful settlements will reveal that there is a complex set of ingredients that work together and support each other. The rich quality of interconnected streets and places and the buildings enclosing them will often have been established over a long period of time.

The underlying urban design principles within these successful settlements can be summarised within a number of themes:

- Permeability
- Legibility
- Variety
- Appropriate buildings and spaces
- Quality of the public realm
- Built Form
- Building traditions
- Building elements
- Use of materials
- Building heights
- Building lines and street elevations
- Accent buildings
- Character
- Detailed design
- Public and private sides of buildings.

An analysis of the structure of settlements and the strategic site character area, both locally around Horsham and in the wider area of West Sussex, has been undertaken to inform the design of the masterplan for the Land North of Horsham.

In particular, a variety of local urban areas have been analysed from the small local villages, such as Rusper and Faygate, up to the larger urban settlement of Horsham town centre and its northern districts.

A common theme which underlies the form of these urban areas is their growth around main roads and intersections, where this generally leads to a linear form reinforced by the continuity of buildings.

Analysis of local building traditions and resulting architectural detail has informed the evolution of the urban design principles.

As identified in HDC's Landscape and Townscape Character Assessment Policy Document, the District's key settlements have three distinctive townscape character types which reflect their patterns of growth and development.

These are generally a historic core, Victorian expansion and modern development.

Key features of the District's settlements are:

- The settlement structure is most often based around a junction on a primary route passing through the town or village;
- Older buildings are most often concentrated along the edge of the route and settlements grow organically away from it;
- Highest density concentrated around historic core on primary route with gradation of density outwards to edges;
- Generally taller buildings and more continuous building form along principle route becoming smaller in scale and of more broken form towards edges;
- Non-residential uses concentrated along High Street.



LOCAL CONTEXT IMAGES



RUSPER VILLAGE

Form

- Off street parking areas in front of terraces (1)
- Key focal building (2)
- Large sized properties interspersed with semi detached and terraced properties (3)
- Picket fencing and hedges are common where gardens meet the footpaths (4)
- Gable ends are a prominent feature (5).

Character

- Cottage style properties (6)
- Some defensible space for most properties (7).

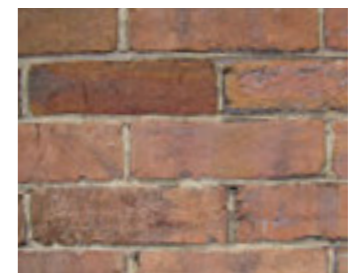
Materials

- Predominantly tile roofs, front to back properties with gable ends.
- Tile hanging, render and brick are all prominent features, with many of the buildings using a combination of materials.



04

EVIDENCE Local Character



WIMLAND ROAD / FAYGATE

Form

- Hedgerows leading to courtyards to the rear of farm buildings (1)
- Buildings relationship with the road (2)
- Surrounding trees form and define the farm areas (3)
- Gable ends are a prominent feature (4)
- Green verge separates the buildings from the road (5)
- Smaller cottage style houses surrounded by brick walls and hedges that incorporate garden gates. (8)
- Large hedges mask the buildings (6).

Character

- Agrarian aesthetic (9)
- Country lanes (7)
- Large gated properties with grand driveways (10).

Materials

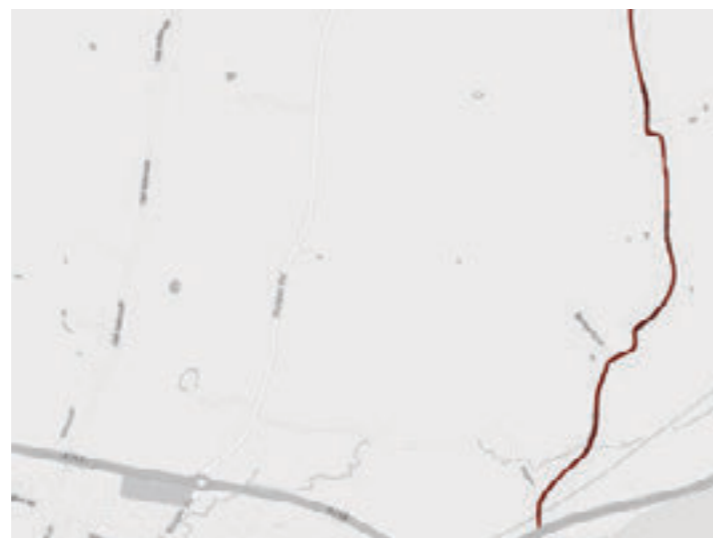
- Predominantly tile roofs interspersed with thatched roofs. Many of the agricultural buildings used timber and brick.



1



3



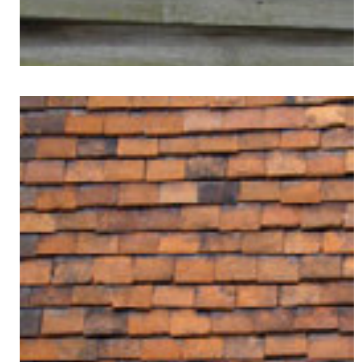
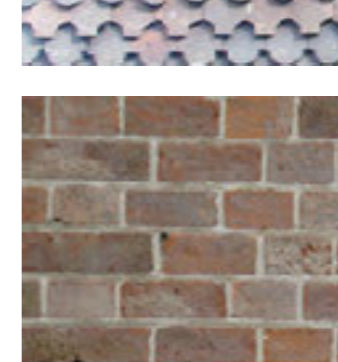
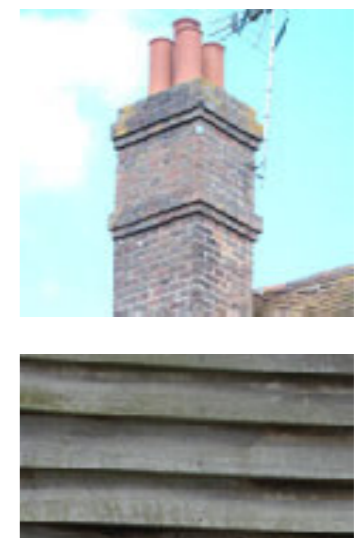
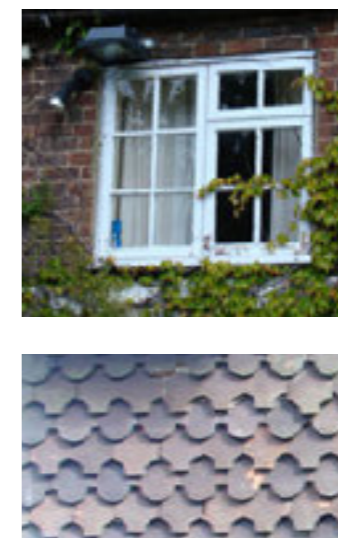
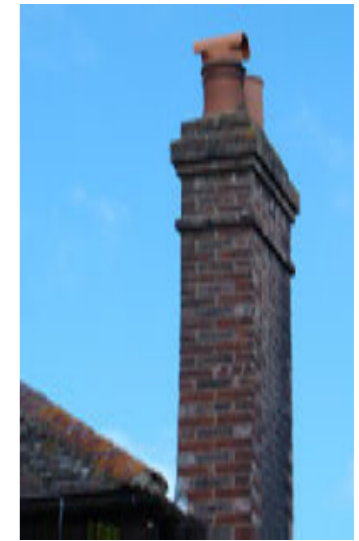
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4

04

EVIDENCE Local Character



OLD HOLBROOK

Form

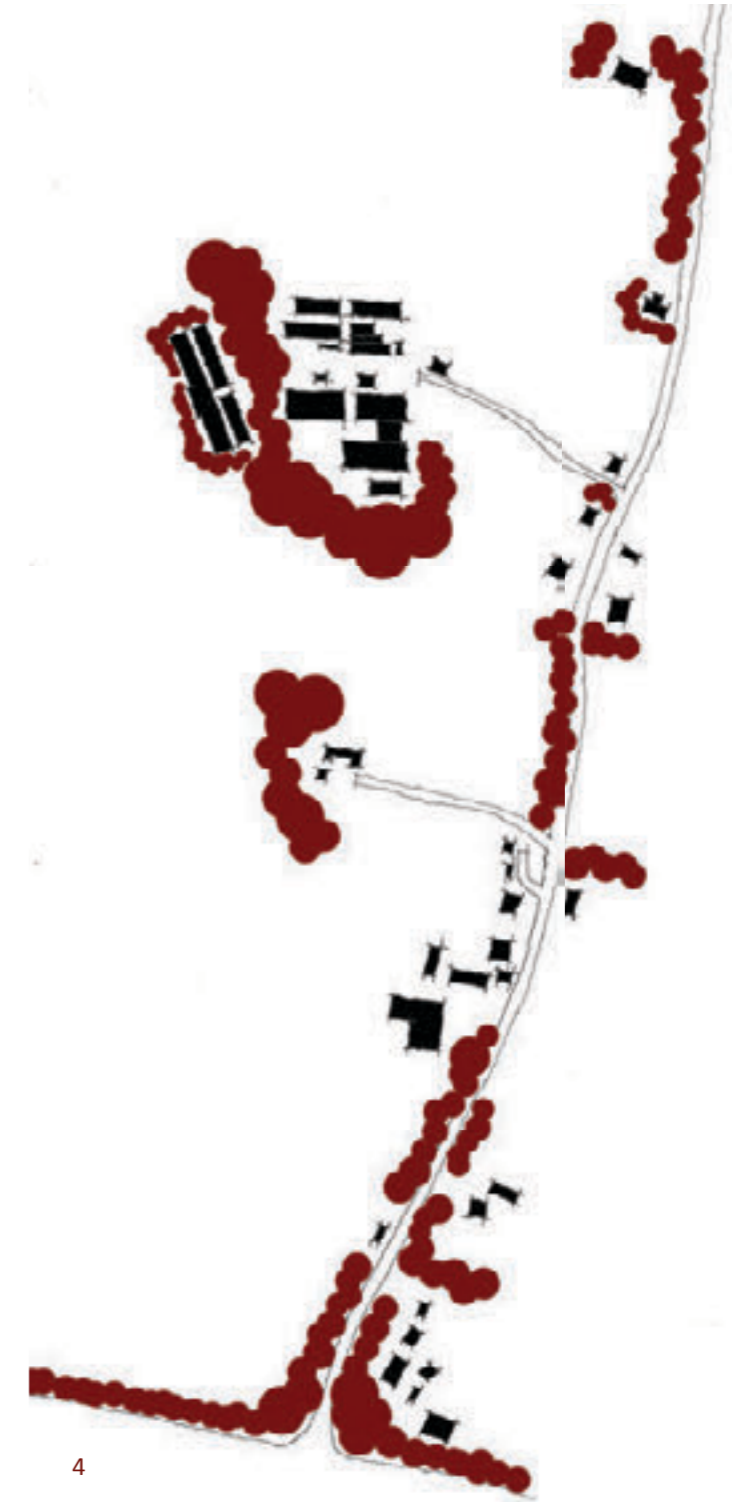
- Single track country lanes with tree line hedges and minimal verges (1)
- Gated properties set back from the road (2)
- Large hedges obscure view of the houses that are setback from the road (3)
- Combination of set back drives with hedges separating the property from the road (5)
- Holbrook Park (6)
- Courtyard style parking arrangements (8)
- Gable ends are a prominent feature (7).

Character

- Large properties dispersed over a long stretch of road, surrounded by trees and farmland (4)
- Agrarian aesthetic (9).

Materials

- Tile hanging and brick are the most prominent materials, however render is also used intermittently.



04

EVIDENCE Local Character



LANGHURSTWOOD ROAD

Form

- Warnham Station in close proximity (1)
- The property on the edge of Graylands have prominent gables and the use of tile hanging (2)
- Weinerberger brick works and Biffa waste services on the west side of the road, in contrast to the open farm land on the east side. Very few residential properties (3 & 4).

Character

- Industrial: the road is characterised by industrial buildings on one side with farmland on the other (5)
- Large properties dispersed over a long stretch of road, surrounded by trees and farmland .

Materials

- Predominantly tile roofs, front to back properties with gable ends.
- Dwellings: Tile hanging, render and brick are all prominent features, with many of the buildings using a combination of materials.
- Industrial Units: Metal sheet cladding and brickwork to wall and metal sheet cladding to roof.



04

EVIDENCE Town Character

HEWELLS COURT

Form

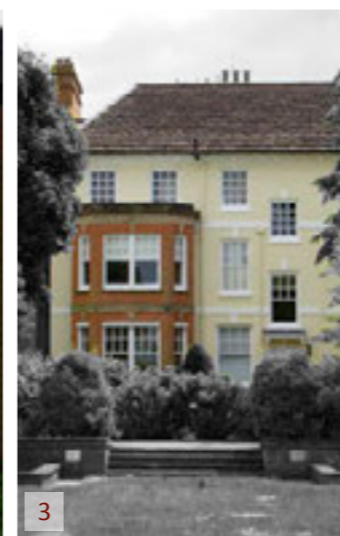
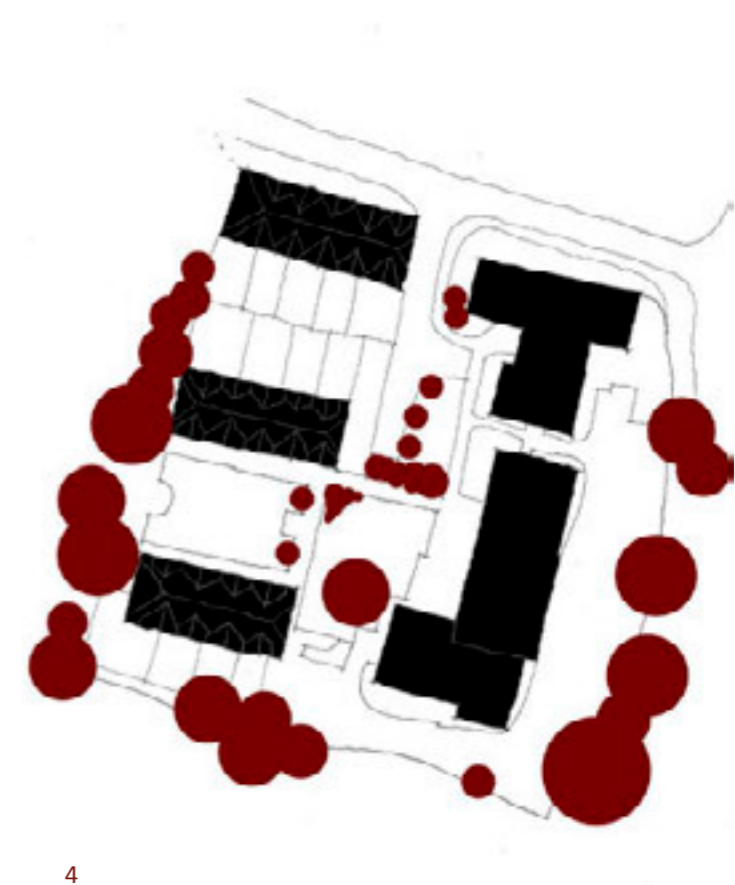
- Terraced properties forming courtyard with open green spaces (1)
- Gated properties to distinguish between public and private areas (2)
- Formal character (3).

Character

- Sense of private space, with the buildings forming the spaces (4)
- Courtyard Spaces (5).

Materials

- Brick and render are the most distinctive materials used in Hewells court.



THE CAUSEWAY

Form

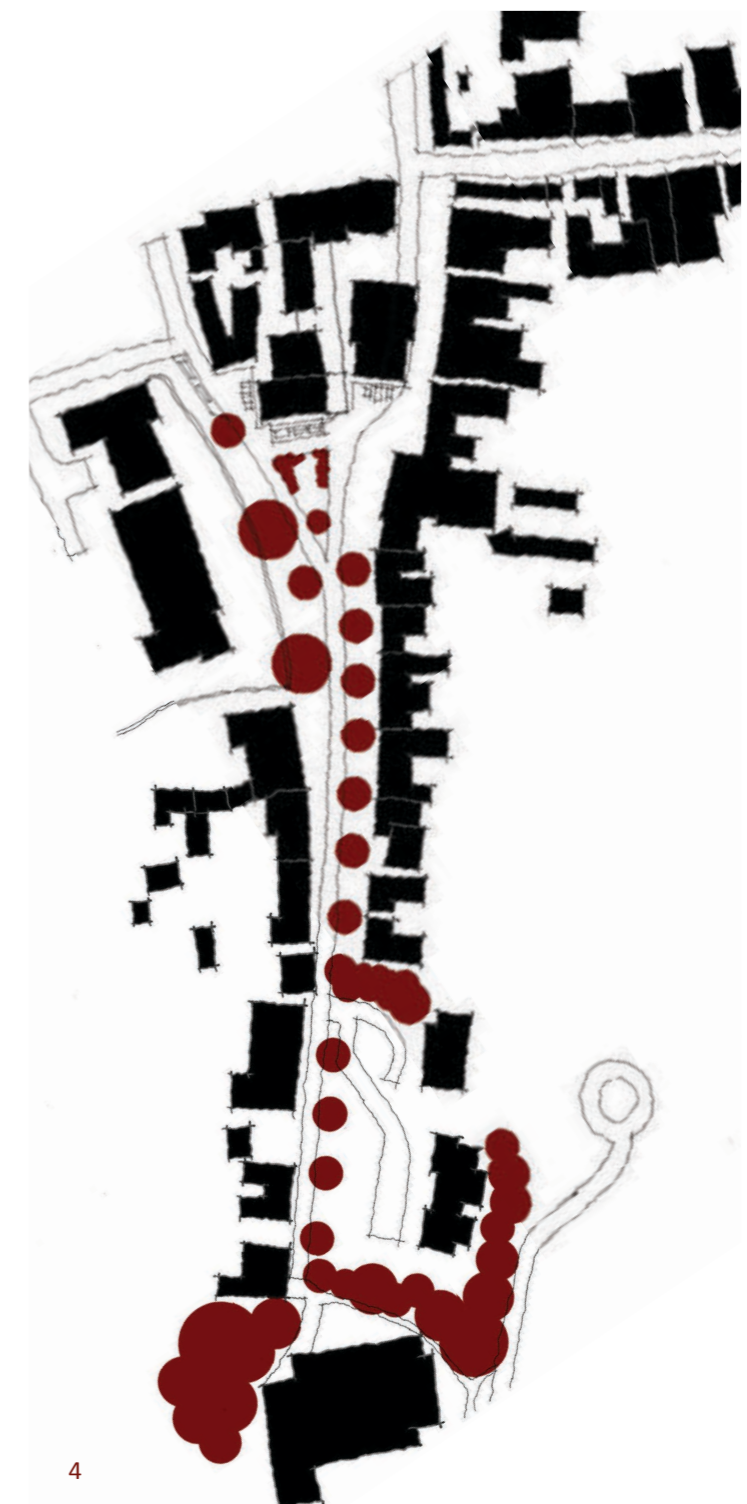
- The Causeway consists of a continuous roof-scape of front to back roofs with gable ends, interspersed with gables fronting the road (1)
- Predominantly 2 storey, some 2.5 storey and a feature landmark building made up of 3 storeys (2)
- Double bay configurations are a prominent feature (3)
- Parking areas are created within the space formed by buildings (5)
- Green space formed by the road (4 & 6).

Character

- Feeling of enclosure created by green verges with regimented trees (7)
- Irregular footway that meets the front of the buildings resulting in a lack of defensible private space (8).

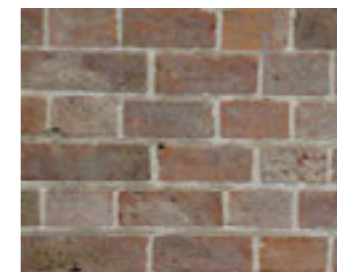
Materials

- Pastel shades of coloured render is the most prominent material used along the causeway.
- Brick, sandstone, tile hanging, timber and timber boarding can all be found.



04

EVIDENCE Town Character



NORTH HORSHAM

Form

- Large open roads with pathways either side and green tree line verges (1)
- Designated green spaces for play and equipment (2)
- Large houses set back from the road with driveways (3)
- Houses often formed around a local greens (5)
- Some designated off street parking (6)
- Very few properties front the main road, little relationship with the main road (7)
- Garages are an integral part of the property (8)
- Designated cycle lane (10)
- Feature buildings (9).

Character

- Residential area (4)
- Cul-de-sacs (11).

Materials

- Combination of brick, tile hanging, render and some timber.



04

EVIDENCE Town Character



EAST STREET, WEST STREET & CARFAX

Form

- Large squares formed in front of key buildings (1)
- Alleyways link roads and open spaces (2)
- Walkways under buildings also link roads and spaces (4)
- New large buildings create new ways of linking the existing roads and large spaces (6)
- Gable ends are a prominent feature (5).

Character

- Densely populated, terraced buildings creates a varied street frontage along the high street (3)
- The main high street is pedestrianised with a wide walkway that leads up to the fronts of the buildings (7)
- The shops have no defensible space and in some cases ropes are used to section of outside areas.

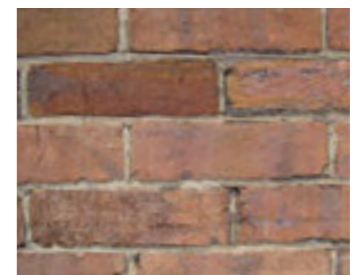
Materials

- The materials used along the High Street adjust to indicate change of use, between pedestrianised, vehicular, or where the spaces open onto a large open area
- The materials used are characteristic those used in the other areas in the District.



04

EVIDENCE Town Character



HORSHAM: SUMMARY

Character

- An historic market town, with a central series of spaces at the convergence of key roads
- Building heights for the most part 2, 2.5 and 3 storeys with the occasional 4 storey example, often in landmark locations
- Heights vary, often significantly, between adjacent buildings of the same storey heights, providing an organic variation to the ridge line.

Continuity and Enclosure

- A high degree of enclosure to the street provided by near continuous frontages and the prevailing building heights
- Buildings are typically set at the back edge of the footway, sometimes with a small privacy strip
- Subtle and continuous variations by 0.5 to 1.0 metre accentuate the variety in the street scene
- Occasional significant set-back provides contrast but walled boundary treatments maintain the definition of the street.

Public Realm and Landscape

- Widening of building lines provides for both soft and hard landscape spaces in the street, with trees and seating typically providing the focus
- Between the Market Place and the Church, the public realm becomes greener with varying widths of grass verges often accommodating mature street trees
- Occasional soft boundary treatments feature in the front gardens.

Ease of Movement

- The historic movement pattern is evident in the streets and footpath pattern with “cut throughs” providing pedestrian only linkages between the streets and further increasing the urban grain
- Limited on street parking is evident in central areas, with widths between frontages dictating where this occurs
- Access to on plot parking is accommodated through carriageway arches and gated entrances.

Legibility

- Legibility is strong and evident through the scale and massing of buildings, continuity of frontages, building uses and landmark buildings of high architectural character.

Materials and Details

- A wide range of materials and details gives the streets a rich and varied character
- Render, brick, tile hanging, timber boarding, exposed timber framing and stone comprise the main walling materials
- Jetties, double height bays, oriel windows, first floor bays, dormers, stone and stucco quoins, flat roof, pitched and barrel porches, brick arches to window heads and exposed rafter feet all feature.



04

EVIDENCE Character Summary

SUMMARY OF CHARACTER ASSESSMENT

The key urban design principles and design features which have been applied to the masterplan for Land North of Horsham include:

- A legible street network, providing clear points of arrival and departure
- A street network on an informal grid which serves a variety of uses and provides choices
- Building alignment to influence traffic calming
- Streets that are integrated elements of the public realm
- Building lines to determine street alignment
- Creation of frontages to the public realm
- Landscaped spaces and public urban spaces integrated within development
- Landscape features to support the setting of the buildings and help to define public spaces
- A clear definition of land ownership with generally continuous built frontages and clear demarcation of public and private realm.

Analysis of the various settlements assessed has likewise informed the approach to the preparation of the masterplan and design and access statement, as a reference for the delivery of a high quality, locally distinctive new neighbourhood. It has informed the following:

- Urban structure
- Appropriate townscape and streetscape features
- Housing typologies
- Indigenous materials and detailing
- Incorporation of mixed uses.



04

EVIDENCE Physical Context

SITE CONTEXT

The plan below illustrates the extent of the area of study and research for the purpose of evidence gathering.



04

EVIDENCE Physical Context

TOPOGRAPHY

The town of Horsham is approximately 50 metres above sea level. It is in the centre of the Weald within the Low Weald designation, and at the western edge of the High Weald Designation. The Surrey Hills of the North Downs lie to the north and the Sussex Downs of the South Downs lie to the south.

The topography of the surrounding area is dominated by the Faygate and Warnham Vale and ridge-lines to the north and south east of the application site. The low lying land within the application site and vale lies about 45 to 95 metres Above Ordnance Datum (AOD) with the land rising gently then more steeply to about 120 metres AOD on Hurst Hill. It rises to about 145 metres AOD along

the south - eastern ridge before falling slightly, to the south and east, forming a plateau of undulating high ground at between 90 to 130 metres AOD within the High Weald AONB. The undulating topography together with the existing hedgerows and trees, and blocks of woodland in the area surrounding the application site provide enclosure and containment to views within the landscape.



04

EVIDENCE Physical Context

GEOLOGY

The area local to Horsham has been formed from Upper Jurassic and Lower Cretaceous rock strata, part of the Weald–Artois Anticline. In West Sussex the exposed rock becomes older towards the north of the county with Lower Greensand ridges along the border with Surrey including the highest point of the county at Blackdown. Erosion of softer sand and clay strata has hollowed out the basin of the Weald leaving a north facing scarp slope of the chalk which runs east and west across the county, broken only by the valleys of the River Arun and River Adur.

Made ground

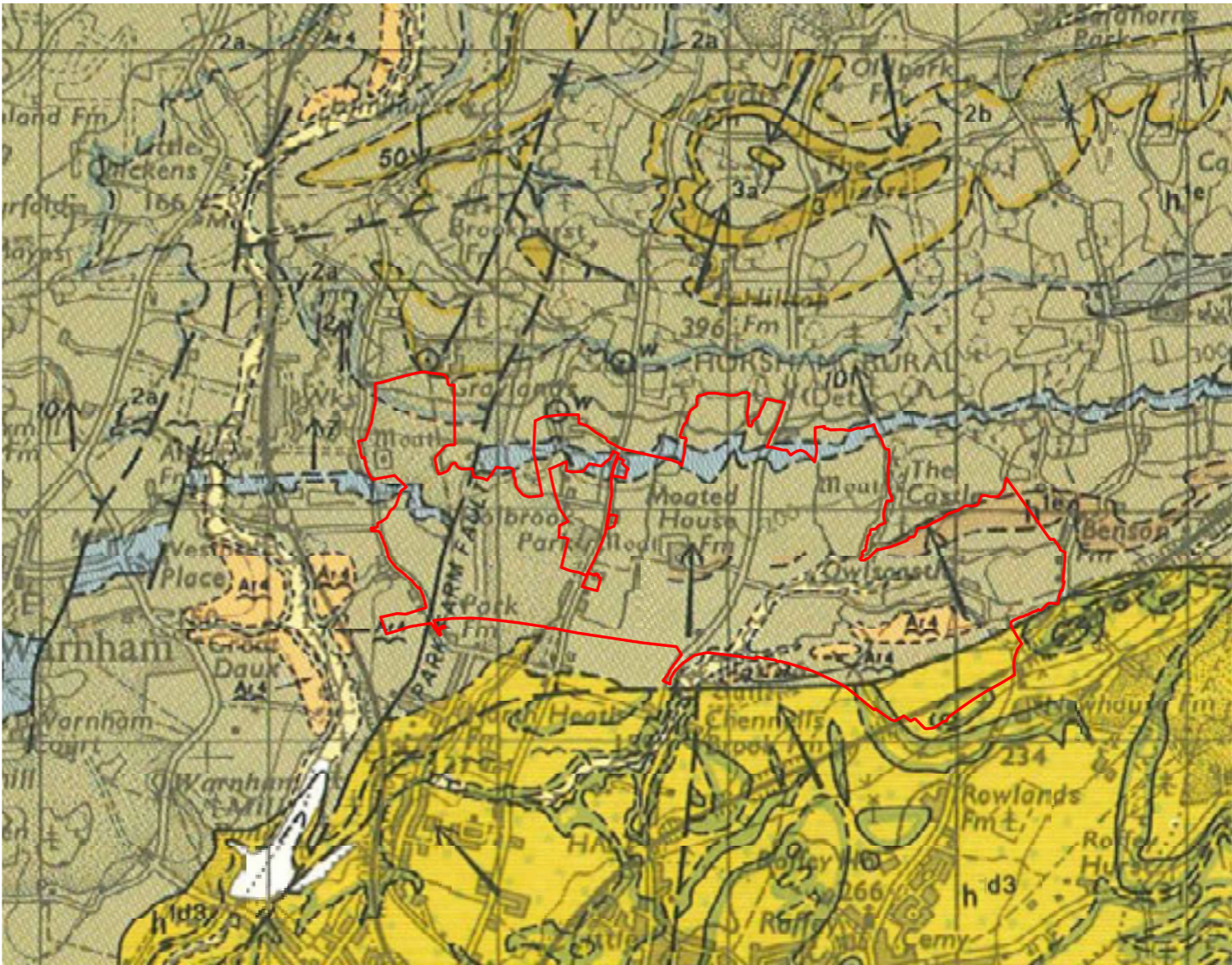
Although not represented on the geological map, it is likely that some made ground is present in and around current or former properties within the development site area.

Superficial deposits

Superficial deposits are generally absent from the development site area. Those present are associated with watercourses in the south-eastern part of the site, comprising alluvium (clay, silt and gravel) and described as normally soft to firm consolidated, compressible clay. Alluvium is also likely to be present where other watercourses flow through the site. There are also minor deposits of Arun Terrace Deposits (sand and gravel) in the south-eastern part of the site (near Owlscastle Farm), said to comprise flint and chert with larger fragments of sandstone. Online geological data suggests that the Arun Terrace Deposits are generally up to 4 m thick but may be up to 10 m thick locally.

Bedrock

The majority of the site is underlain by the Weald Clay Formation, predominantly mudstone. Borehole records from the Morriswood area (north of Morris Farm) confirm Weald Clay to at least 30 m. Further boreholes dug prior to the A264 Dorking Road construction also confirm Weald Clay to at least 10 m. The south-eastern corner of the site is underlain by Upper Tunbridge Wells Sand (sandstone and siltstone or mudstone). Within the Weald Clay Formation, the geological map shows ironstones outcropping in the eastern and central parts of the Site, and the Horsham Stone Member (sandstone) running east-west in the northern part of the site. Limestone is also present in the extreme north. The Park Farm Fault runs in an approximate north-south direction in the western part of the site. The Holmbush Fault cuts across the south-eastern corner of the site marking the edge of the Upper Tunbridge Wells Sand.



GEOLOGY MAP

	Peat
	Alluvium
	River Adur 2nd & 3rd Terraces
	River Adur 3rd & 4th Terraces
	Bramley Way 2nd Terrace
	River Medway 1st Terrace
	River Mole 1st & 2nd Terrace
	River Ouse 1st Terrace
	Head

04

EVIDENCE Physical Context

HYDROLOGY AND DRAINAGE

The hydrology and drainage for the development site has been assessed by PBA as part of the EIA process. The development site is within the catchment area of the River Arun. There are various isolated ponds spread across the site and numerous watercourses identified as primary, secondary and tertiary rivers by the Environment Agency (EA). In the centre and east of the site there are at least five tributaries converging to form Chennells Brook. The tributaries issue from points in the northern copses or off-site at Faygate. Chennells Brook flows down through North Horsham to Warnham Mill Pond. The pond discharges via Boldings Brook to the River Arun some 2.5 km to the south. The EA designation for river quality of Boldings Brook is grade 'D' - fair.

The network of primary, secondary and tertiary rivers provide surface water drainage for much of the site. As the majority of these features emanate from the higher ground to the north, it is likely that the site drains naturally from north to south. Some of the watercourses have been culverted where they now pass beneath properties and infrastructure. Many of the properties are registered to discharge final / treated effluent to nearby watercourses

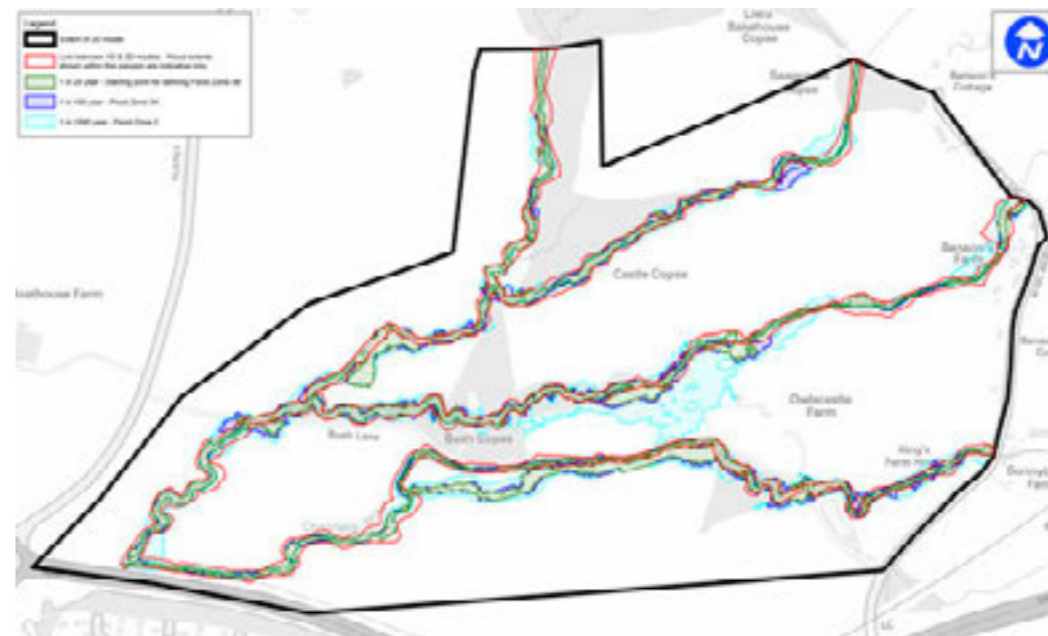
A number of the roads running adjacent to and through the site are edged by ditches which are in a reasonable condition but are occasionally restricted with sediment, vegetation or minor deposits of fly tipped waste.

There is evidence of heavy rainfall discharging directly from woodland to adjacent agricultural land via channels eroded into footpaths. Given the extent of exposed soil within the site, it is possible that stormwater run-off during heavy rainfall may contain significant quantities of silt.

Areas of the site are identified within the 1:100-year flood risk category. The masterplan will take account of these flood risk areas. A strategy for drainage management has evolved as part of the masterplan process.



EXISTING WATERCOURSES AND PONDS



FLOOD EXTENTS MAP

REGIONAL CONTEXT - TRANSPORT

Land North of Horsham is located adjacent to the A264 which is a strategic road forming a key element of infrastructure to the north of the town. The A264 is a main inter-urban road link to Crawley and the M23 beyond. To the west lies the A24 which links Worthing and Dorking. As such, the site is well positioned with respect to both the local highway network and the national strategic road network.

EXISTING TRANSPORT ACCESS AND MOVEMENT

The site is currently accessed off the A264 at its junctions with Rusper Road and Old Holbrook. Rusper Road interconnects with Horsham Road leading to the adjoining village of Rusper. Old Holbrook joins with a cross link road at Green Lane to the north.

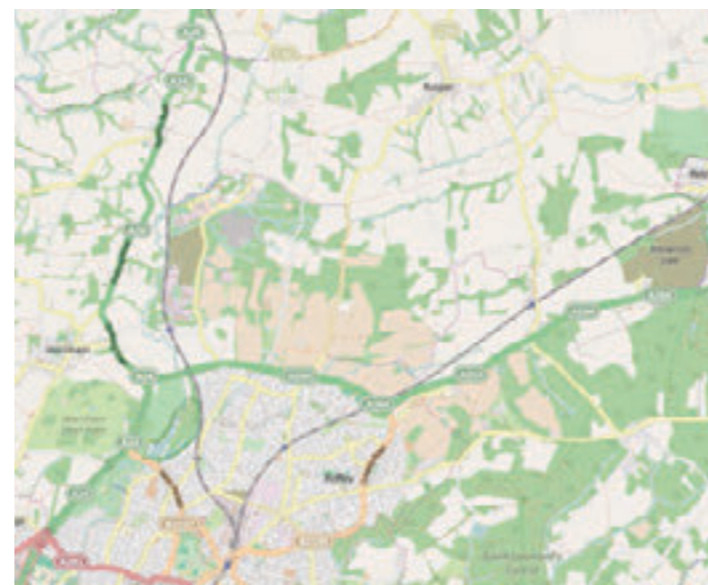
Langhurstwood Road to the west links the A264 with Capel Road to the north. This road provides access to the Broadland Business Park, the Weinerberger Brickworks and the Biffa MBT Waste Services Recycling Centre. It also provides access via Mercer Road to Warnham Station.

The site is bounded to the east by Wimland Road, which links the A264 to Horsham Road to the north and Faygate to the east.

These secondary link roads provide access to farms, hamlets and individual dwellings together with access from the rural villages into Horsham.



STRATEGIC TRANSPORT LINKS



LOCATION PLANS

EXISTING PUBLIC TRANSPORT NETWORK

Bus Services

Horsham is well served with bus services providing good links around the Town and inter-connecting with the nearby towns and villages. The nearest bus routes to Land North of Horsham are:

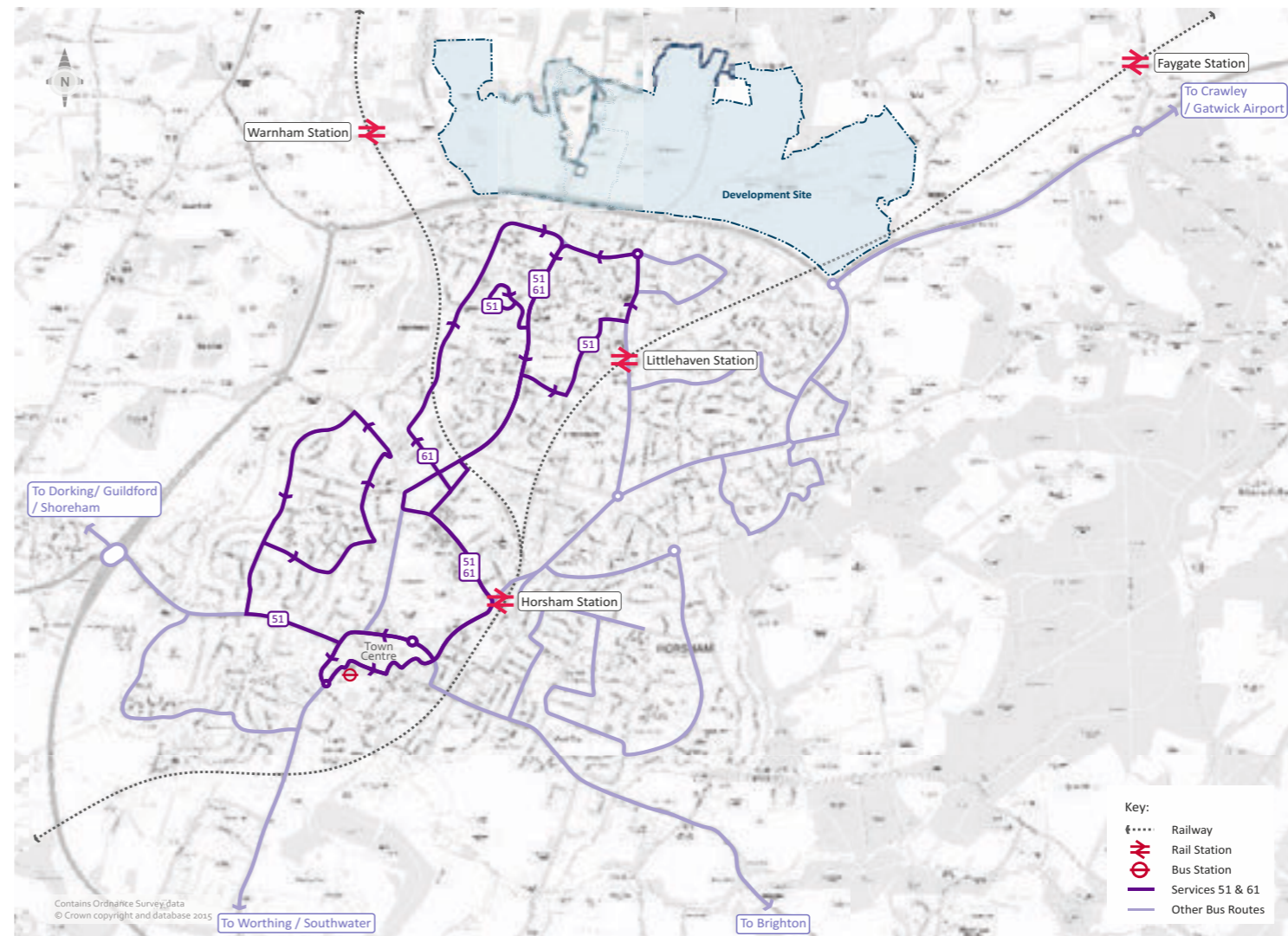
- 17 Brighton – Henfield – Cowfold – Horsham
- 23 Worthing – Horsham – Crawley
- 51 The Common – Horsham – North Heath
- 61 Horsham – North Heath – The Common – Horsham
- 63 Guildford – Cranleigh – Horsham
- 63X Guildford – Cranleigh – Horsham
- 65 Horsham – Oakhill
- 93 Horsham – Dorking
- 98 Southwater – Horsham – Roffey
- 100 Burgess Hill – Pulborough – Horsham
- 200 Horsham – Gatwick Airport.

Most of the Land North of Horsham development site is more than 400 metres from the current bus network, which is considered to be the desirable maximum distance people will walk to access a bus service. As such, it is intended to extend a number of existing services into the development site.

The proposed strategy for serving Land North of Horsham by bus is shown in Section 07 Public Transport Strategy.

Rail Services

The nearest existing rail stations to the site are Warnham, Littlehaven, Faygate and Horsham stations, shown on the adjacent plan. These stations provide connection to surrounding local centres and villages, as well as London, Crawley, Gatwick Airport, Chichester and Southampton.



EXISTING BUS NETWORK

EXISTING CYCLE AND FOOTPATH NETWORK

There are a number of designated walking and cycling routes in the vicinity of the development site, many of which have been enhanced in recent years and represent a marked improvement in infrastructure.

There are two public rights of way (PRoW) that cross the A264 in the vicinity of the site, as shown on the plan:

- PRoW 1586 crosses the A264 near Bartholomew Way, via an uncontrolled crossing;
- PRoW 3565 passes under the A264 adjacent to the railway line towards the east of the site.

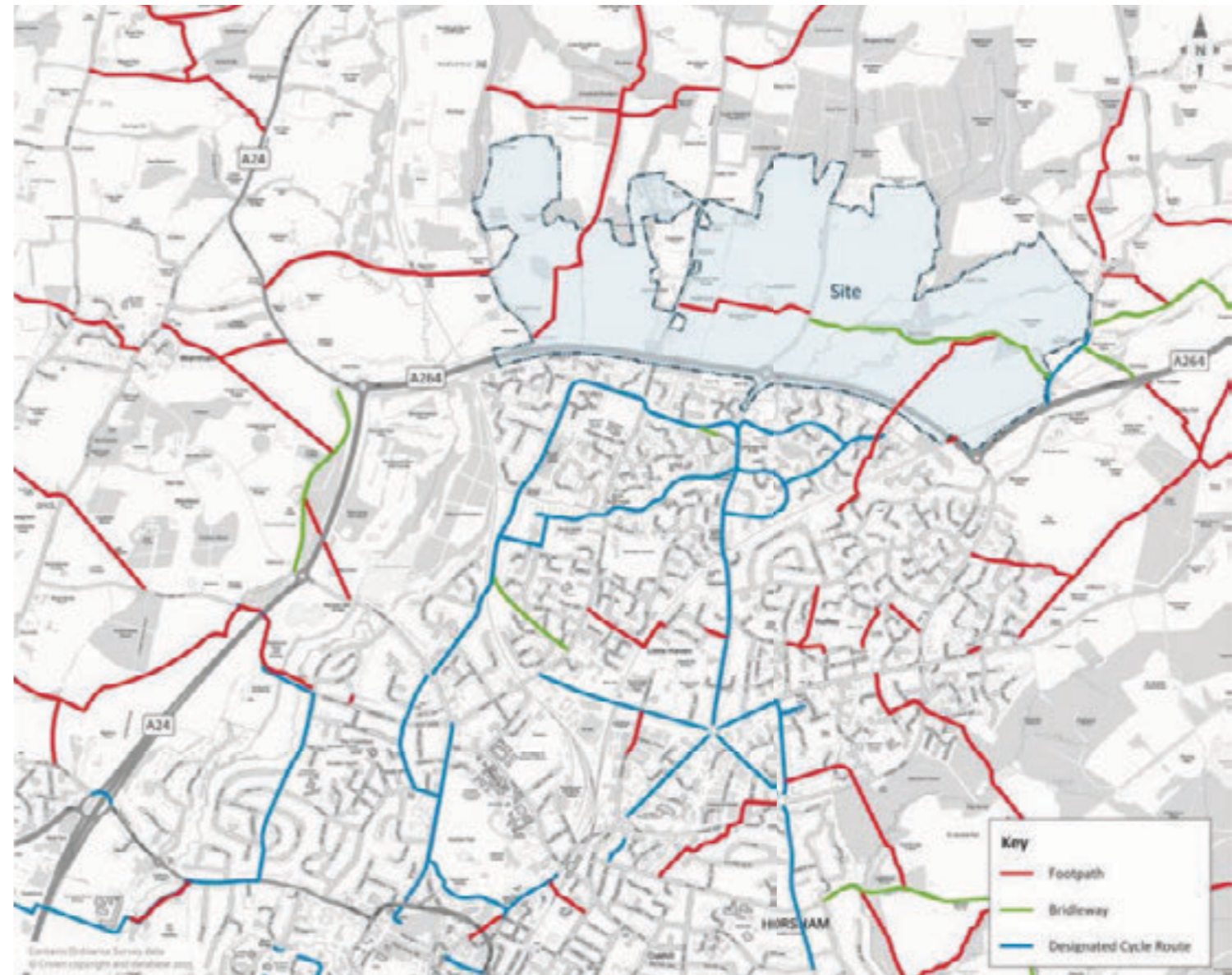
There are also informal uncontrolled pedestrian crossing points at the existing Langhurstwood Road junction and Old Holbrook junctions with the A264:

- The Langhurstwood Road crossing point has a refuge island on the A264 central reserve (including safety railings) and on the Langhurstwood Road approach. There are no footways on Langhurstwood Road;
- The Old Holbrook crossing point has a refuge island on the A264 carriageway. There is a footway on the western side of Old Holbrook for approximately 50 metres.

There are no physical crossing points at the A264 / Rusper Road roundabout, and there are no footways on any approaches / exits to the junction.

A number of other PRoW's, bridle ways and designated cycle routes provide a range of movement routes within the site. Bush Lane provides a strong east to west link between Wimland Road and Old Holbrook. This is identified as a key green link in the HDC Concept Masterplan Map. Additionally, the Horsham Riverside Walk is routed through the eastern part of the site.

West Sussex County Council's Local Transport Plan 2006-2016 (LTP2) makes reference to a cycle route between Horsham and Crawley that passes through the site. Currently, the route is incomplete, and requires improvement from Wimland Road, through the site and across the A264 at Rusper Road.



PEDESTRIAN AND CYCLE NETWORK

04

EVIDENCE Physical Context

POTENTIAL SITE ACCESS

Access options for the site have been carefully considered and take account of existing constraints and limitations, both outside and within the site boundary.

The HDPF policies for the strategic site set out the key objectives for access and local transport infrastructure to include delivery of highway improvements, requiring:

- Closure of Langhurstwood Road left in / left out junction onto A264 and re-alignment of Langhurstwood Road to the east with a new signalised roundabout on the A264
- Upgrade of the Rusper Road roundabout to a signalised roundabout
- A new left in left out junction into the development east of Rusper Road
- A new roundabout on Rusper Road
- A new roundabout on Langhurstwood Road
- A new crossroads junction on Old Holbrook
- A new emergency access on Wimland Road
- Priority access for buses to/from Pondtail Drive
- New pedestrian and cycle crossing points on the A264
- A number of off-site highways improvements.

The locations of the potential access points are shown on the adjacent plan.



SITE ACCESS POINTS



A. LANGHURSTWOOD ROAD



B. RUSPER ROAD



C. BUSINESS PARK ACCESS

INDICATIVE JUNCTION DESIGN STUDIES

04

EVIDENCE Physical Context

LOCAL FACILITIES

The adjacent plan shows the location of various facilities including schools, GP surgeries, leisure facilities and employment areas, as well as the town centre containing the closest major shopping facilities.

As the site is situated to the northern edge of Horsham, most of the existing facilities and services lie to the south of the site and will be accessible from the site.

Horsham town centre is the main provider of shops and services including high street retail, supermarkets, department stores, council offices, hospital and frequent rail links to London.

Good links into the town centre will ensure these shops and services are accessible from the new development.

The local village of Ruspur is located around 1.6 miles to the north of the development site and provides local facilities for the village including a church, a village store and post office, as well as pubs and restaurants.



LOCAL FACILITIES PLAN

04

EVIDENCE Physical Context

EXISTING UTILITIES

There are a number of strategic service routes that adjoin or cross parts of the site which could constrain or influence the form of development. These routes will need to be safeguarded in the proposals for the site.

In addition, there are a number of small utility supplies providing water, power and telecoms to the properties within the site that will need to be integrated into the new supply strategy.

Peter Brett Associates have assessed the primary service disciplines, including electricity, gas, potable water and waste water. Their Preliminary Utilities Connections Strategy sets out the existing utility network capacity constraints and describes the proposals and solution options for the utility provision.

Electricity: Due to the size and load of the development UKPN expect that a further 11 substations will need to be installed within the site boundary. The locations for each of the substations will be a consideration for the detail design stage.

Gas: Discussions with the provider confirm that there is sufficient capacity to accommodate the overall development in the medium pressure gas main located within North Heath Lane, to the south of the site. A new medium pressure main would be laid to the site boundary, where a new gas governor will be provided. Low pressure mains will extend and supply the overall development.

Telecommunications: Surveys indicate that there are numerous overhead and underground BT assets within the site. Any telecommunications infrastructure that will potentially clash with the masterplan will be diverted or incorporated into the design.

Potable Water: Southern Water have advised the mains will require reinforcement at the three locations where head losses would result in insufficient pressure.

Waste Water: Southern Water have identified a point of connection to their wastewater network in Pondtail Road. The increased load will trigger downstream reinforcement, including sewer upgrade works and the upgrade of flow controls.



UTILITIES PLAN

Key

 Existing Services Corridors

LANDSCAPE CHARACTER

The Horsham District Landscape Character Assessment (2003) identifies the strategic development site area as being in the Warnham and Faygate Vale Character Area, and the relevant key characteristics of this are:

- Flat to gently undulating clay vale
- Medium to large scale field of arable farmland, with smaller areas of pasture
- Isolated patches of woodland
- Semi enclosed or open character
- Dominance of major road and rail communication routes.
- Significant area of historic parkland of Warnham Court
- Visual intrusion in parts from retail and industrial areas, housing and sand and gravel workings.

The local area comprises a narrow vale on Weald Clay, with a medium to large scale field pattern of mainly arable farmland. The traditional hedgerow field pattern has become fragmented or lost, and only small isolated patches of woodland occur. Much of the area retains a low density settlement pattern with a few scattered farmsteads, and small hamlets. Major road and rail routes truncate the area. There is also localised intrusion from sand and gravel works. The large area of historic parkland at Warnham with its prominent tree clumps in grassland, extensive boundary treebelts and avenue tree features provides a distinct contrast to the west of the character area.

Key historic features of the local area comprise:

- Motte and Bailey Castles
- Historic north-south drove roads
- Historic parklands of Warnham Court
- Mix of irregular historic, and straighter more recent field boundaries.

In overall terms, the Landscape Character Assessment considers that the overall landscape condition in this area is declining and locally poor, due to intensive arable agriculture, visual and noise intrusion of major traffic routes and visual impact of industrial and retail areas in the local area.

A landscape site appraisal has been carried out by David Williams Landscape Consultancy, which has informed the constraints and objectives for the masterplan.



LANDSCAPE CHARACTER PLAN

04

EVIDENCE Physical Context

LANDSCAPE CONTEXT

The landscape context of the Land North of Horsham application site and surrounding area is predominantly open farmland subdivided by field hedgerows, with lines of mature trees and woodland blocks. These occupy the gently undulating floor of the Chennells Brook valley, Holbrook Gill valley, the shallow valley of a tributary stream to the Boldings Brook and the rising land to the north of the application site. The built up area of Horsham is situated to the south of the application site. The farmland consists of medium to large irregular shaped fields in arable and pasture uses with smaller regular shaped fields and horse paddocks located close to scattered farmsteads and residential properties within the landscape.

In terms of vegetation within the surrounding landscape, the extent of tree cover is good with strong belts of trees adjoining the A264 and built up areas of north Horsham to the south. There are further belts of mature trees and copses within the Faygate Vale to the north east, and extensive woodland areas located on sloping ground and ridges to the north west and north (Hurst Hill / Rapeland Hill). In addition, there are substantial areas of woodland situated to south east, forming part of St Leonard's Forest.

Within the site there are several linear blocks of woodland that extend southwards from the wooded areas on Hurst Hill, which together with the woodland blocks within the western parts of the site (at Graylands Copse / Holbrook Plantation), effectively enclose and compartmentalise the landscape on the south facing slopes of the ridge.

The low lying undulating topography in the landscape, together with the strong framework of woodlands and belts of trees in the vicinity of the site, contributes to the good enclosure and containment of views within the landscape, restricting views to short distance views from local roads, and sections of public footpaths / rights of way within the area. The extensive tree cover and rising topography to the north of the application site also curtails middle and long distance views across the countryside when looking northwards.

NATIONAL AND REGIONAL LANDSCAPE CHARACTER

In terms of landscape character at a national / regional level, the site and surrounding landscape lie within National Character Area Profile No.121 – 'Low Weald' as identified on the Natural England National Character Map of England published in April 2014. This National Character Area (NCAP) forms a broad, low-lying clay vale which largely wraps around the northern, western and southern edges of the High Weald through Kent, Sussex and Surrey in a rough horseshoe shape.

Whilst the Countryside Character Assessment (CCA) is a generalised overview of the character of England, the assessment identifies the Low Weald as having the following characteristics:

- Broad, low lying and gently undulating clay vales underlie a small-scale intimate landscape enclosed by an intricate mix of small woodlands, a patchwork of fields and hedgerows;
- Topography and soils vary locally in relation to higher drier outcrops of limestone or sandstone, which are commonly application sites of settlements;
- The Low Weald generally includes an abundance of ponds and small stream valleys often with wet woodlands of alder and willow;
- Tall hedgerows with numerous mature trees link copses, shaws and remnant woodlands which combine to give the Low Weald a well-wooded character. Field trees, usually of oak but now declining, are characteristic of the area south-east of Dorking;
- Grassland predominates on the heavy clay soils while lighter soils on higher ground support arable cropping in a more open landscape;
- Rural in character with dispersed farmsteads, small settlements often include many timber and brick built traditional buildings where not now dominated by recent urban development;
- Historic settlement pattern was dictated by a preference for higher drier outcrops of limestone or sandstone with moated manor houses being a characteristic feature;
- Urban and airport related development sprawl in the flat plain around Gatwick, and in the Horley-Crawley commuter settlements, contrast with the pleasant, wet, woody, rural character of the area and as such are less distinctively Wealden;
- The Kentish Low Weald is traversed by numerous narrow lanes with broad verges and ditches; these are continuous with the drove roads of the North Downs.

The CCA identifies a number of important changes in the countryside including:

- Urban influences have affected many large parts of the rural area, especially around Gatwick Airport and Horley, owing to the accessibility and popularity of the character area;
- Development pressure is focused mainly on the towns and the area on the boundary between the Low Weald and the High Weald (an Area of Outstanding Natural Beauty);
- Continuing creeping fragmentation of farmland around houses into gardens or pony paddocks, sometimes with conifer hedges;
- Past pressures on ancient woodland arising from past conversion to conifer plantations, damage through neglect, and/or damage through old consents for the working of clay pits;
- Loss and decline of hedges and hedgerow trees, and consequential fragmentation of landscape structure, due to lack of management and farm diversification;
- Riparian landscapes under pressure from decline and neglect, including loss of farm ponds, as agricultural practices have intensified;
- Loss of traditional hop gardens, orchards and associated wind-break features.

The CCA also identifies a number of issues likely to shape the future of the landscape and of relevance to the area are the following:

- Conservation of characteristic shaws, ancient woodlands and coppice should be considered;
- New woodland planting of shaws and hedgerows would help integrate existing and proposed developments;
- The conservation of farm woodlands, riparian landscape features and ponds would be beneficial.

04

EVIDENCE Physical Context

LOCAL LANDSCAPE GUIDANCE

In October 2005, WSCC published 'A Strategy for the West Sussex Landscape' which provided an information base and increased the understanding of what makes West Sussex unique. The assessment sub-divided the County into 42 unique character areas and for each area land management guidelines were produced to provide advice and guidance to landowners, managers, local councils and other organisations.

Within this strategy, the application site is identified as lying within Character Area LW8 – Northern Vales and Character Area LW4 – Low Weald Hills.

At a local level, HDC published the 'Horsham District Landscape Assessment', in October 2003, as part of the evidence base supporting the then Core Strategy documentation. This assessment built on the County Landscape Character Assessment and the application site is identified as lying predominantly within 'Area K2 – Faygate and Warnham Vale' character area, and it defines the landscape surrounding the application site as lying within four landscape character areas. These are:

- Area I2 – Warnham and Rusper Wooded Ridges; (north of the site)
- Area L1 – St Leonard's Forest (south east of the site)
- Area P1 – Upper Arun Valley (west of the application)
- Horsham and Broadbridge Heath Settlement Area (south of the application site).

In April 2014, HDC published 'Horsham District Landscape Capacity Assessment' (Capacity Study). This study was prepared as part of the evidence base for the review of the Core Strategy and was used to inform the preparation of the HDPF. The Capacity Study considers land around existing Category 1 and Category 2 settlements in the district and assesses the capacity of these areas to accommodate housing and / or employment.

The Capacity Study identifies the application site as lying within five Local Landscape Character Areas (LLCAs). These are:

- LLCA 10 – Kilnwood Copse to Graylands
- LLCA 12 – Wimland Road to Castle Copse
- LLCA 13 – Moated House Farm and Rusper Road
- LLCA 14 – Holbrook Park
- LLCA 16 – Land North of Horsham.

The Capacity Study concludes that the majority of the land to the north of Horsham has the capacity to accommodate large scale housing development. The study demonstrates:

- That the area does have a number of intrinsic landscape qualities such as woodlands, hedgerows, important archaeological and ecological features, however the majority of the land is open arable and pasture farmland with limited intrinsic quality;
- That the visual prominence of the area is not high as containment within the area is good and there are very few views into and across the area;
- That inter-visibility within the area is limited, due to the enclosure and screening provided by mature trees, hedgerows and woodland areas in the application site;
- That the application site makes a limited contribution to the built up edge of Horsham.



04

EVIDENCE Physical Context

ARBORICULTURAL SURVEY

A broad Arboricultural Development Statement has been produced as part of the OPA. This categorises the tree stock on site and outlines the generic protection measures for any retained trees or hedgerows within the site.

The report considers preservation and tree protection and identifies generic methodologies to provide protection for any retained trees, groups of trees and hedges to ensure their healthy and safe retention during and post development.

A total of 495 individual trees, 99 groups of trees and 64 hedges were identified as part of the Tree Survey. The report identifies that there are 21 trees and 3 groups of trees that should be removed for reasons of sound arboricultural management regardless of any development proposals.

As the application is for outline planning consent at this stage, a full Arboricultural Implications Assessment (AIA) has not been carried out, however, the arboricultural consultants have considered the most common implications generally found on a proposed development site and have provided the methods for protecting trees.

A number of considerations will shape the final masterplan:

- All high quality and moderate quality trees, groups of trees and woodland shall be retained wherever possible;
- Ancient Woodland shall be given a 15m buffer where possible;
- Existing vegetation shall only be removed where the master plan has no flexibility.



SELECTION OF VIEWPOINTS WITHIN THE SITE

04

EVIDENCE Physical Context

ECOLOGY AND BIODIVERSITY

A comprehensive assessment of the prevailing ecology and biodiversity of the application site has been undertaken by Bioscan, as part of the submission for the Environmental Impact Assessment. Initial ecological surveys of the application site were conducted in 2010 and 2011, with detailed, Phase 2 surveys conducted in 2014, 2015 and 2016. The initial surveys identified certain habitat features of value comprising (in approximate order of importance):

- The non-statutory designated site (Brookhurst Wood & Gill & Morris's Wood' Site of Nature Conservation Importance (SNCI));
- Other designated ancient woodland and gill features;
- Other woodland areas and the stream/brook corridors;
- Species-rich and/or ancient hedgerows – particularly where these act as links between woodlands, ponds and older building complexes;
- Other hedgerows and isolated ponds.

For impact assessment purposes a number of key receptors on the application site have been identified following the detailed surveys. These are listed below with a brief summary of their status on the application site:

Bats. The majority of the bat activity on the site comprised common species such as common pipistrelle, soprano pipistrelle and noctule. Of note was the presence of the woodland bat barbastelle and the uncommon Nathusius' pipistrelle. Bat activity was concentrated particularly along the mature hedgerows and the woodland edges. A small number of buildings within the application site were found to support roosts of common bat species such as brown long-eared bat and common pipistrelle.

Hazel dormouse. This species was confirmed from one location in the south-east of the application site along the lower stretch of Chennells Brook.

Great crested newt. Seven waterbodies were found to support this species within the application site, with breeding or attempted breeding confirmed in four of these. Overall, the population levels are assessed to be modest with low populations in each of the waterbodies.

Reptiles. Common lizard, slow-worm and grass snake have been recorded on the application site, with small to medium-sized populations of these present. Due to the majority of the site comprising unsuitable habitat in the form of intensively farmed fields, the distribution of these species is restricted to a small number of suitable areas.

Invertebrates. Specialist invertebrate surveys are on-going. The following species of elevated conservation importance have so far been noted: stag beetle, brown hairstreak and white admiral.

Breeding birds. The breeding bird assemblage was noted to be fairly typical and unremarkable in view of the habitats present.

Badgers. The main activity of this species was noted to be present immediately to the north of the application site. Nevertheless, two subsidiary setts were found within the application site.

The results of the ecological surveys have informed the design process of the development proposals and have assisted with producing the final design and layout of the proposed development. In particular, there has been a need to ensure that the development respects and wherever possible protects the ancient woodland, wooded gills, the SNCI, and waterbodies, by means of buffers and also through careful design of access and circulation routes.

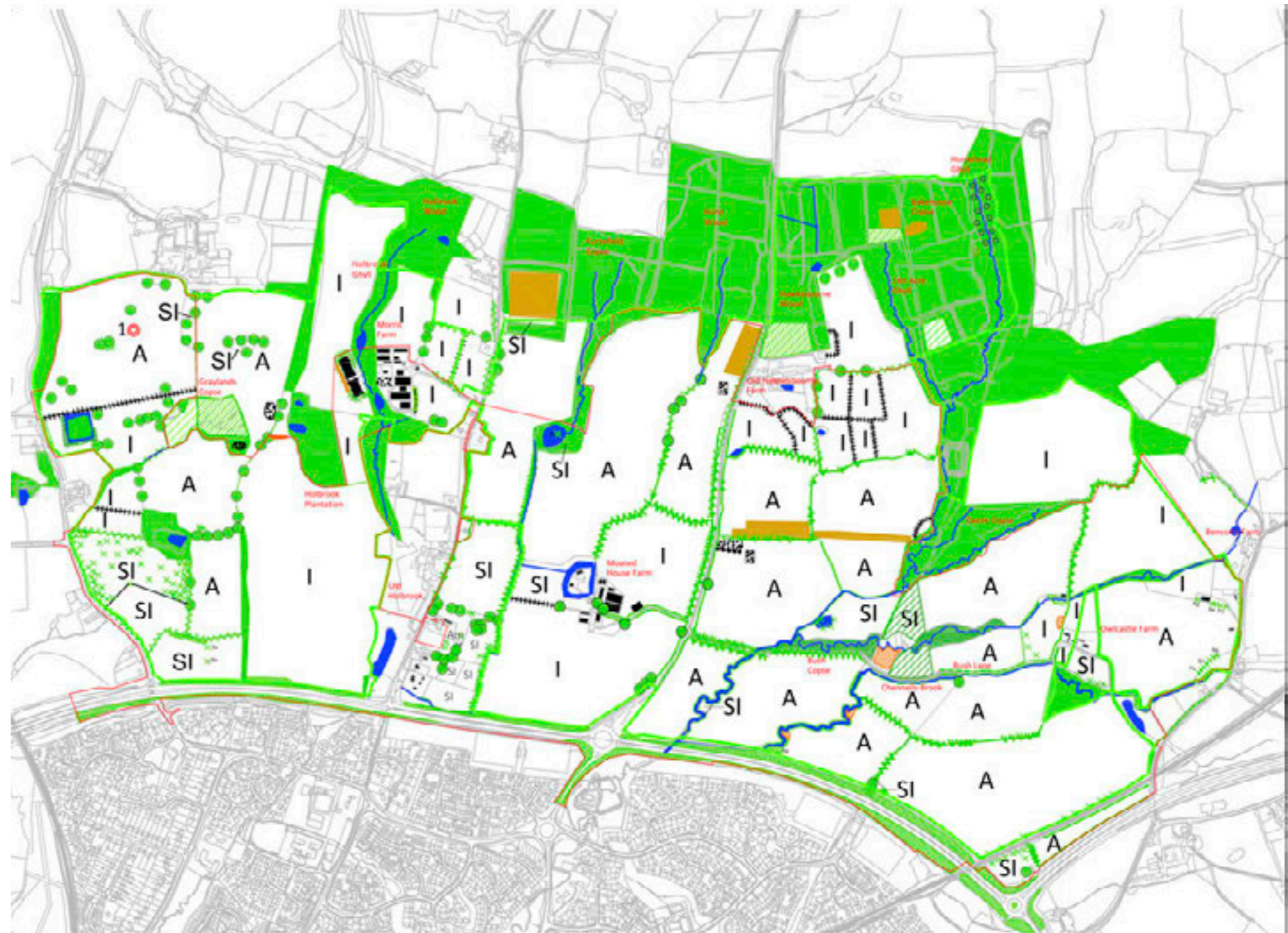
The incorporation and retention of these features will aid in minimising the potential for significant negative effects to arise from fragmentation and/or the effects of increased recreational pressure, and to ensure that provision is made to buffer the retained habitats from the effects of climate change. These features and the majority of the existing field boundary features are incorporated into a substantial multifunctional Green Infrastructure (GI) and ecological network. This is in order to ensure wildlife including protected species such as great crested newt, bats, dormouse and reptiles can continue to use these features and permeate the application site.

This GI includes the provision of a nature park in the east of the application site, corridors and 'ecological stepping stones' through the built areas, and areas for mitigation/ compensation where it has not been possible to entirely 'design out' impacts on certain receptors. The masterplan, and in particular the GI, has also been designed to be compliant with Policy 31 of HDC's planning framework, and in cognisance of the need to ensure accessibility to suitable green space for future residents.

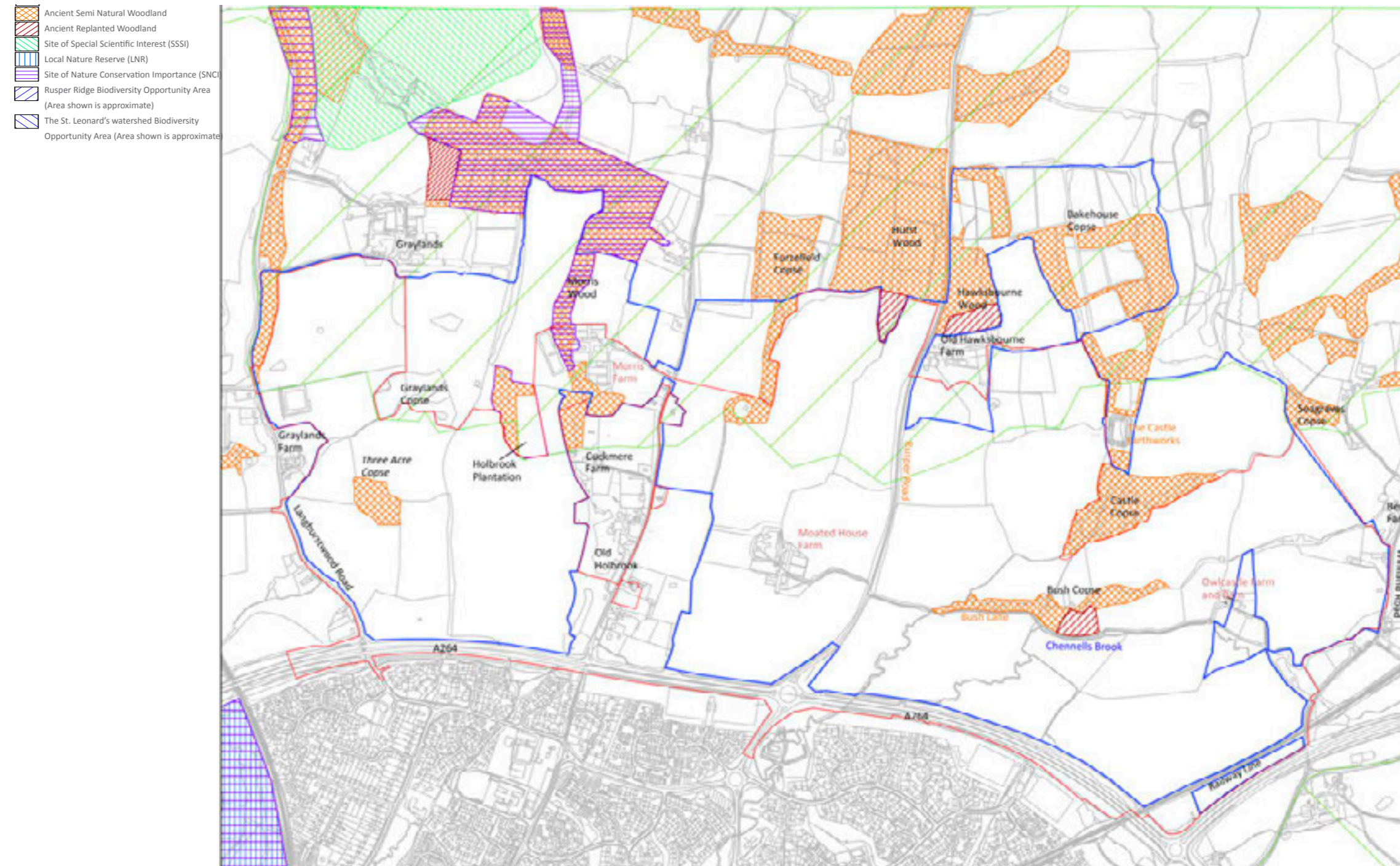
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EVIDENCE

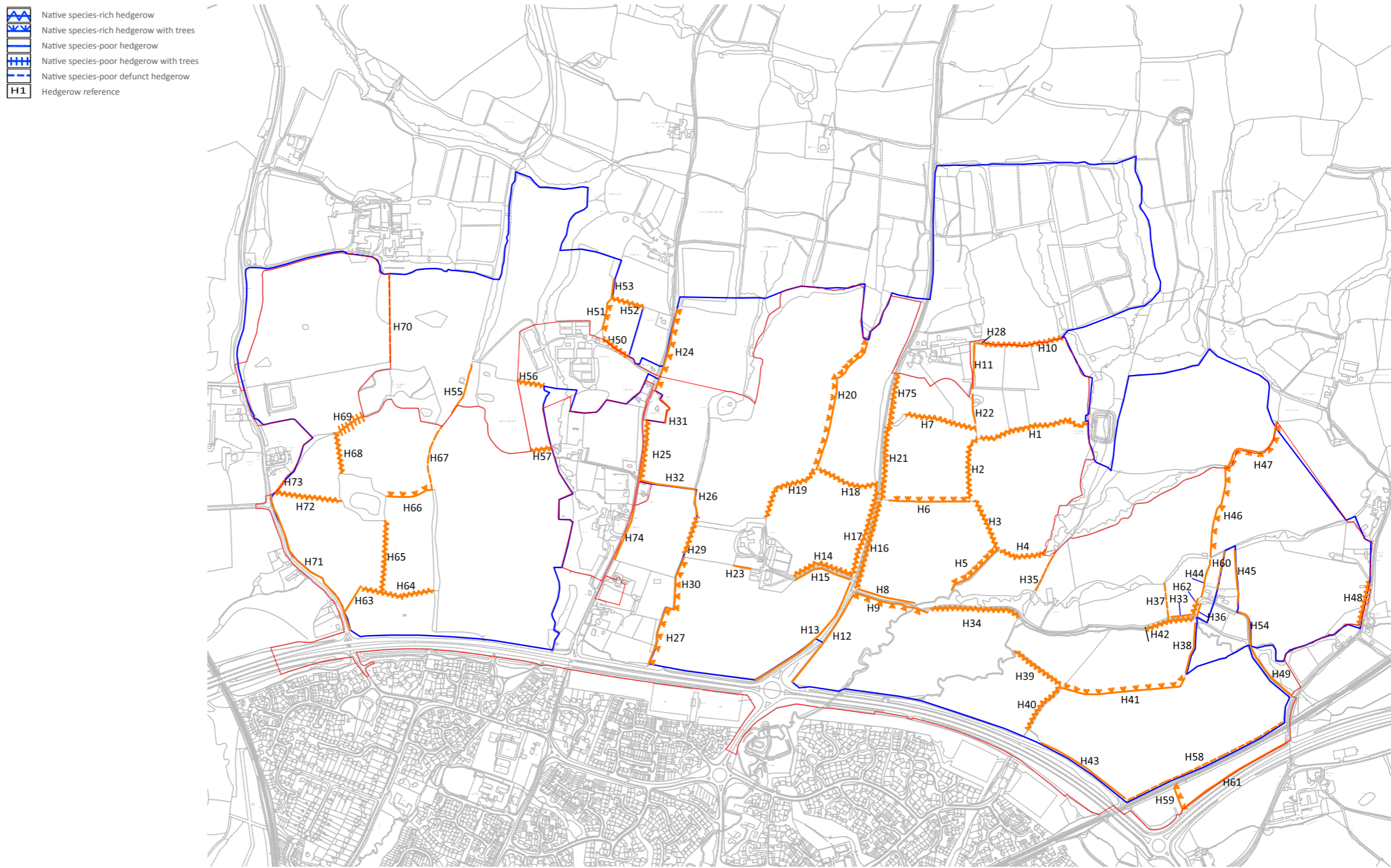
Physical Context



HABITAT MAP



ANCIENT WOODLAND MAP



HEDGEROW SURVEY MAP

04

EVIDENCE Physical Context

ARCHAEOLOGY AND CULTURAL HERITAGE

The archaeology and cultural heritage have been assessed as part of the EIA process. Archaeology South East have produced an Historic Environment Desk-Based Assessment for the proposed development on Land North of Horsham in accordance with the NPPF, which followed the guidelines for desk based assessment as set out by the Institute for Archaeologists (2012). The assessment has considered that:

- The site has a high potential for archaeological deposits of early prehistoric (Mesolithic) date, a moderate-high potential for later prehistoric and Romano-British deposits (both site wide), and localised moderate-high potential for medieval and post-medieval deposits around existing historic settlement sites;
- The site contains historic hedgerows;
- The site contains, or lies adjacent to, a number of designated heritage assets including scheduled monuments and listed buildings;
- No significant setting issues have been identified in relation to designated heritage assets, due to the minor contribution their modern setting makes to their overall significance;
- Recommended mitigation includes geophysical survey and trial-trenching across the site.

The assessment has outlined the archaeological potential of the site and examined the effects of existing impacts, and as far as possible, the effects of the proposed impacts upon that potential. A site assessed as having low potential may still contain unsuspected archaeological deposits therefore a suggested programme of further fieldwork will be undertaken. Thereafter, the requirement for and scope of any further archaeological work, will be determined by HDC and their archaeological advisors. To assist this matter, Archaeology South East has carried out Integrated Magnetometry and Field-walking Surveys to further the understanding of the archaeological potential of the site. This will allow informed decisions to be made as to the need, nature and scope of any further mitigation measures that may be required.

As part of the masterplanning evaluation, the following key elements identified in the desk based assessment have been considered and will inform the progression of the masterplanning scope and organisation.

Scheduled Monuments (SM)

One SM is recorded within the site, and two further SM's are recorded within the wider Study Area immediately adjacent to the Site. These comprise:

- Moated site 200m west of Graylands Copse
- Motte and bailey castle north of Chennells Brook Farm
- The 'Castle' moated site, 500m ESE of Hawkesbourne Farm.

Listed Buildings

One Listed Building is recorded within the site comprising:

- The Moated House (Grade II).

A number of Listed Buildings are recorded adjacent to the site, including:

- Brook House (Grade II) (30)
- Holbrook Park (Grade II) (82)
- Holbrook Park House (Grade II) (83)
- Hollywick Farmhouse (Grade II) (84)
- Hawkesbourne Farmhouse (Grade II) (88)
- King's Farmhouse (Grade II) (89)
- Barn to the South West of Brook House (Grade II) (90).

Ancient Woodland

Whilst technically an ecological designation, Ancient Woodland is defined as woodland known to have existed since 1600, and which may therefore contain archaeological features relating to historic woodland management or pre-woodland land use. Three areas of Ancient Woodland are located within the site, formed of six separate land units. Further areas of Ancient Woodland border the Site along its northern edge, but lie outside the development area and have no public access.



MOATED HOUSE

Sites of Archaeological Importance (SAI)/Archaeologically Sensitive Areas (ASA)/ Archaeological Notification Areas (ANA)

The site contains four SAI/ASA/ANA – these are local designations with no statutory protection, identified on Local Plan Proposals Maps and the West Sussex Historic Environment Records (WSHER) as guidance for planning decisions:

- A rectangular area within the fields west of 'The Castle' SM associated with a prehistoric findspot
- Wider area around the Moated site west of Graylands Copse
- Area around The Moated House
- An alleged moat at Bush Lane which may be a misidentification of former watercourses.

Historic Parksapes

The site contains two areas of Historic Parkscape, with a further example within the Study Area just to the east (defined on WSHER GIS mapping). These have no formal designation, but have been identified by WSHER as landscapes of historic interest, and therefore are treated here as designated heritage assets:

- Graylands – within the site
- Holbrook Park – within the HDPF Policy area
- Roffey Park - outside the site.

Historic Hedgerows

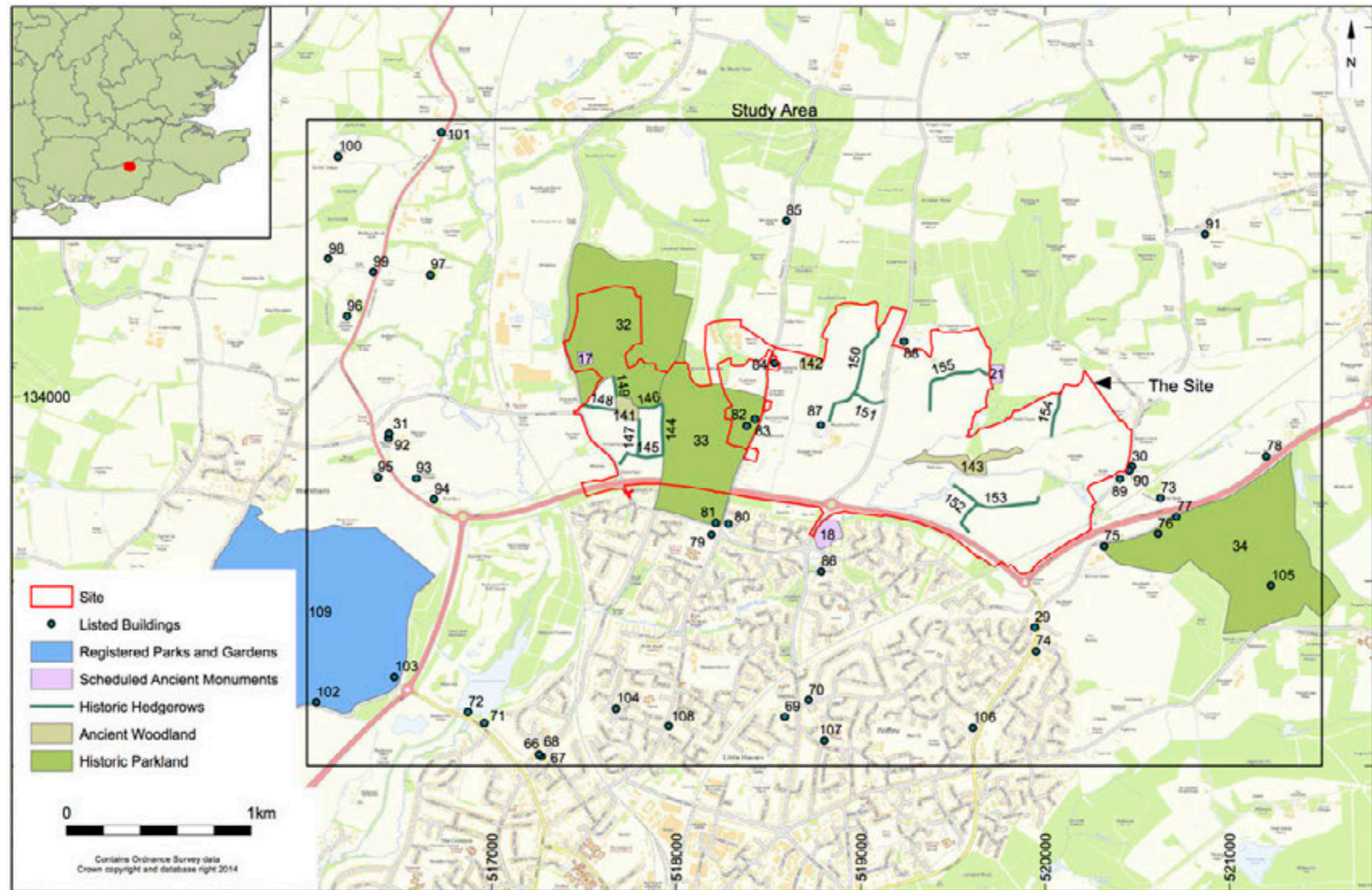
The site contains 12 hedgerows designated as of historic significance based on the criteria within The Hedgerows Regulations 1997, specifically Criteria 5: 'forms an integral part of a pre- 1845 field system'. All the identified hedgerows correspond to field boundaries identifiable on the 1844 Horsham Tithe map. Under the terms of the Regulations, these must not be removed without the permission of the local planning authority.



OLD HOLBROOK PARKLAND

04

EVIDENCE Physical Context



DESIGNATED HERITAGE ASSETS

04

EVIDENCE Physical Context

CONSTRAINTS PLAN

The illustration below assembles the key elements assessed as part of the evidence gathering process and sets out the main constraints which will inform the masterplan design for Land North of Horsham.



04

EVIDENCE Physical Context

OPPORTUNITIES PLAN

The illustration below sets out the main opportunities which will inform the masterplan design for Land North of Horsham.



05 ASSESSMENT + EVALUATION





INTRODUCTION

This section of the Design and Access Statement describes the process of evaluating options for the key stages which will inform the structure of the masterplan. It sets out the process undertaken by Liberty and Horsham District Council to prepare a masterplan for Land North of Horsham. It also describes the process of further refining and developing the masterplan for the OPA.

THE KEY STAGES OF THE DESIGN PROCESS

The design process can be broken down into the following stages:

- Stage 1: Evidence Gathering
- Stage 2: Development of Key Structuring Elements
- Stage 3: Masterplan Evolution
- Stage 4: Final Masterplan.

The masterplan has evolved throughout this design process. This involved working closely with HDC to support the Strategic Site Allocation within the HDPF. The outcome is a masterplan made up of the preferred choices for each structuring element.

The masterplan was tested against evidence including ecological surveys, arboricultural surveys, transport and landscape assessments, and reviewed with stakeholders during workshops organised by HDC. The masterplan has also been shaped by feedback from key stakeholders including Natural England, Sport England, West Sussex County Council and Highways England.

Stage 1: Evidence Gathering

The preliminary baseline information was collated and documented throughout the Strategic Site Promotion Process. Section 04 of this document sets out and summarises the key matters which have informed the site constraints and opportunities and hence influenced the masterplanning process.

Stage 2: Development Of Key Structuring Elements

Having compiled an evidence base, the consultant team developed a series of options for the key elements of the masterplan. This stage included regular progress meetings with HDC officers and key stakeholders.

Stage 3: Masterplan Evolution

An initial masterplan was produced in July 2011 as part of a scoping and visioning process to consider land uses, capacity and concepts. The masterplan evolved throughout the Strategic Sites promotion process stage and records describing the key changes were made.

With reference to the design process, a number of key 'snapshots' of the masterplan have been selected to describe the design evolution process. These comprise:

- **July 2011:** Visioning Process - organisation of uses
- **October 2013:** Adjustment of strategic site boundary and re-configuration of uses
- **February 2015:** Adjustment of key uses following stakeholder reviews (school campus, sport and community uses)
- **May - July 2015:** Minor changes to the masterplan following feedback from the public exhibition and review of flood mapping.

The masterplan has been refined over the promotion period, through revisiting, testing and revising some of the key structural elements and refining the overall masterplan and design principles. This process included regular meetings with the project team, HDC officers and the key stakeholders. A number of presentations were made to HDC Councillors over the evolution period to appraise them of the masterplan progression. A community exhibition was held in April 2015 which presented the emerging concepts to the wider public.

Stage 4: Final Masterplan

This final masterplan stage is described in the masterplan design section of the document (section 06).

KEY STRUCTURING ELEMENTS

The key objectives and aspirations for the development can be interpreted and collected into a number of key structuring elements. The analysis of these key structuring elements was undertaken as part of the masterplan design process, and is set out in the following pages. The key 'structuring elements' are:

- Development footprint
- A264 access
- Parkway station
- Business park
- Education
- Local centre
- Connected neighbourhoods
- Green infrastructure.

These are explained on the following pages.

05

ASSESSMENT + EVALUATION Key Structuring Elements

DEVELOPMENT FOOTPRINT

HDPF : Options Assessment

As part of the HDPF process, the Council set out how development could be delivered throughout the District in the period 2006-2026. As part of the review, new strategic housing sites were considered.

In 2009, a number of 'Strategic Spatial Options' for the delivery of additional housing and associated infrastructure were set out. These Options comprised:

- Spread development through the District
- Focus development on the main / most sustainable existing settlements
- Concentrate development in each sub-region within a new settlement
- A combination of any or all of the above (Hybrid Option).

As part of this process, nine Strategic Site Options were considered. These included separate Strategic Site Options for North Horsham: Holbrook Park (Option 3) - forming land to the west and North Horsham: Chennells Brook (Option 4) - forming land to the east.

The Option Assessment process produced a short-list of four, which included a single option combining Holbrook Park and Chennells Brook, under the designation of North Horsham. The appraisal for these sites assessed the constraints and opportunities, consulted with stakeholders and statutory consultees, and considered viability and sustainability.

A number of key objectives were established at this initial stage which would inform and structure the basis of the emerging masterplan. These are set out in the adjacent panel.

Initial Scoping for Hybrid North Horsham Site Option

- 3,500 new homes, in a range of types, tenures and affordability
- Two new neighbourhood centres, providing a small number of retail units and community buildings
- The provision of pedestrian and cycle links within the development and to the countryside to the north, together with enhancements to the existing public right of way network
- A new parkway station, with access by foot, cycle, bus and car, together with necessary improvements to A264 roundabout
- Improvements to Warnham Station, together with access by foot, cycle and car to the station from within the new development
- A site for a secondary school
- Sites for two primary schools
- New employment development
- Formal open space
- Informal open space, possibly as a country park
- Protect and enhance Chennells Brook and its floodplain, and adjacent environmentally sensitive areas
- No negative impact on Graylands Moat Scheduled Ancient Monument to the north of the site
- Road improvements, to include:
 - A264/Rusper Road roundabout
 - Wimland Road to allow access for bus, refuse and emergency vehicles only
 - Closure of Langhurstwood Road at its junction with A264 and provision of a pedestrian / cycle bridge to Pondtail Drive to link with Horsham Town
 - New roundabout access onto A264 and realignments of Langhurstwood Road as a main access to the site
 - Address the capacity of the M23 Junction 11
 - Enhanced pedestrian and cycle links to Warnham and the employment areas to the north-west of the site
 - Integration with the existing North Horsham with adequate 'linkages'
- A development that is as far as possible visually contained, particularly to the north to try to minimise the impact on the wider countryside.

ASSESSMENT + EVALUATION

Key Structuring Elements

DEVELOPMENT FOOTPRINT

Initial Options

An understanding of the extent and 'shape' of the Strategic Site Option footprint is important in helping to identify the initial indicative site area, and how this has adapted and evolved throughout the masterplanning process.

The initial options for the development footprint were based on the evidence gathered as part of the Strategic Site Options review process and included findings on visual impact, areas of ecological and landscape sensitivity, and transport. The testing process also considered the quantum of homes that could be accommodated within the site.

The initial options considered the requirements for a scheme of 4500 dwellings, and hence encompassed a larger area than the final masterplan. The initial development footprint is shown on the inset plan opposite.

HDPF Submission Masterplan

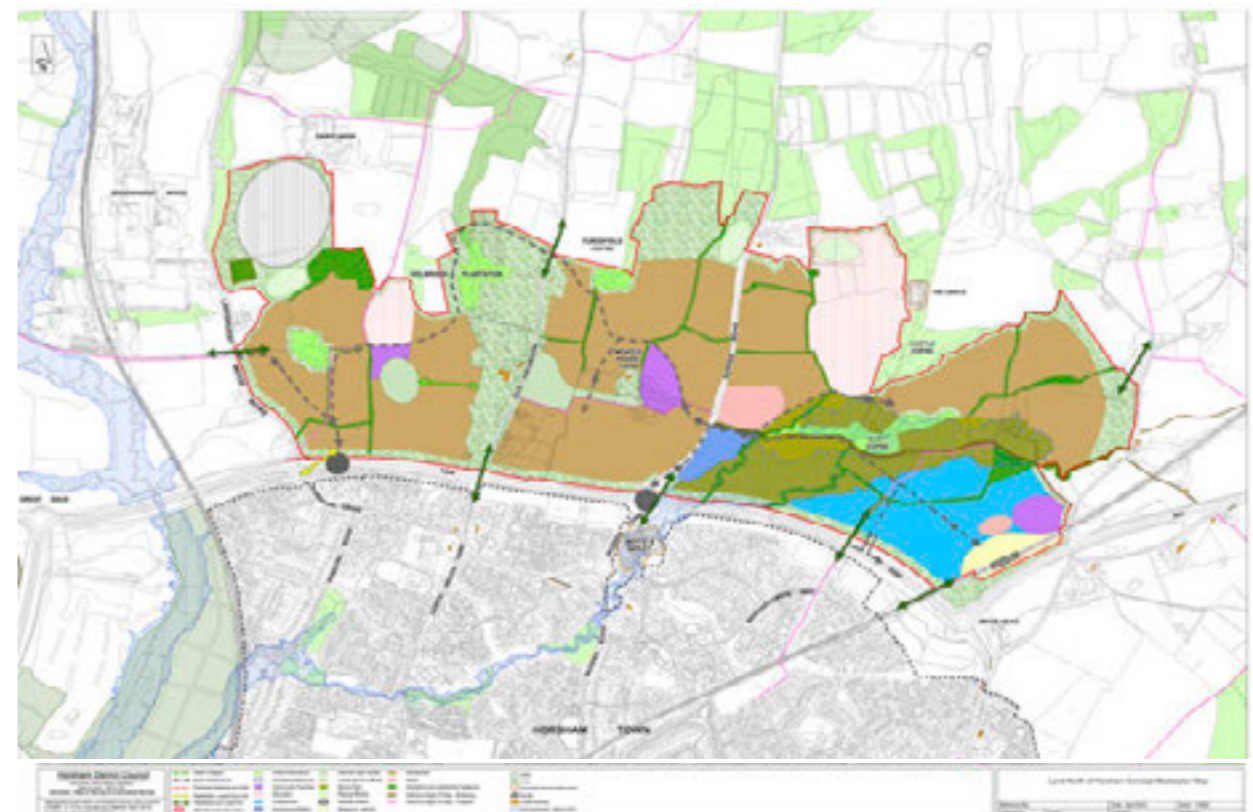
The first draft of the HDPF Concept Masterplan Map is derived from these initial options, with a number of changes made to the footprint. These are:

- Omission of land west of Langhurstwood Road
- Inclusion of land for cemetery to the north west of the site area
- Northern countryside buffer introduced to contain development and reinforce natural edge to the development area
- Northern development boundary defined to include existing fields as amenity space
- Eastern edge of development to reflect landscape features and maintain objectives of avoiding settlement coalescence.
- Central area along Old Holbrook defined as landscape buffer to reflect the retention of existing properties and rural lane character

The HDC Concept Masterplan Map formed part of the HDPF Submission Version (May 2014) - the initial version of this concept plan is shown here.



INITIAL OPTIONS PLAN



HDPF SUBMISSION MASTERPLAN

05

ASSESSMENT + EVALUATION

Key Structuring Elements

SITE BOUNDARIES

Site Context

The assessment of the site context establishes that there are a number of natural features which determine the site boundaries. These edges comprise:

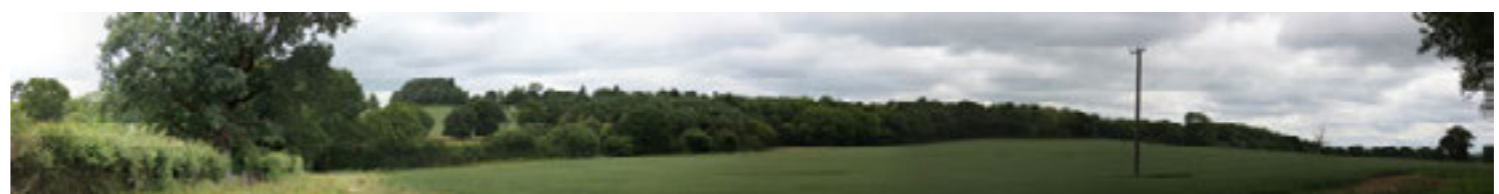
Northern Boundary: comprising woodland, fields, steeper slopes which act as a natural edge to the proposed development. The existing Graylands Estate forms a parkland setting to the north western boundary. Through careful landscape analysis the toe-line of the hill has been identified and is recognised as a natural boundary feature .

Western Boundary - Langhurstwood Road: the initial development footprint extended to the railway line at Warnham, however as the quantum of development was scaled back, the boundary was adjusted. This edge comprises a semi rural lane, tree and hedge lined, intermittent clusters of housing, with access to industrial uses and station, and beyond to the business park at Broadlands. The key characteristic is a strong natural boundary, of trees and hedges.

Eastern boundary – Wimland Road: comprises a more open rural lane, bounded by hedges and trees, and fields with open views into site. The railway provides a strong physical feature of the boundary and informs the location of the potential Parkway Station.

Southern Boundary – A264: comprises the main trunk road - which is lined on both sides with landscape edges and mature tall trees, visually screening the site. The junctions on the A264 provide access at Langhurstwood Road, Rusper Road and Old Holbrook.

In general terms, the site boundary can be defined by a number of existing landscape features and existing physical infrastructure. The development boundary is set back from these to provide an appropriate rural edge to development. These contain a rich mix of woodland and hedgerows that make it particularly suitable for creating the variety of replacement and translocation habitats that will be required for the wildlife species identified on the site.



PANORAMIC VIEWS OF THE SITE BOUNDARIES

05

ASSESSMENT + EVALUATION Key Structuring Elements

A264 ACCESS

From the outset, the policy for the strategic site option established the key objectives for the access to the new development and envisaged a series of road improvements to the existing junctions on the A264. These were to include:

- A re-configuration of the A264/Rusper Road roundabout
- The closure of Langhurstwood Road at its junction with A264 and the provision of a new roundabout access onto A264 and realignments of Langhurstwood Road.

The A264 currently presents a constraint to north-south pedestrian and cycle movement. The development will attract and generate pedestrian and cycle trips, which will need to cross the A264, travelling to/from existing Horsham. The development will aim to integrate the development with existing Horsham, and incorporate measures to reduce the current separation.

The majority of demand to cross the A264 is expected to be towards the centre and eastern parts of the site, where the secondary school, food store, business park and railway station are located, with lower demand at the western side of the site.

At-grade signalised pedestrian and cycle crossings are proposed at the western and central site access junctions to cater for these movements. These are considered to be more attractive to pedestrians and cyclists due to reduced distances and avoidance of ramps or stairs.

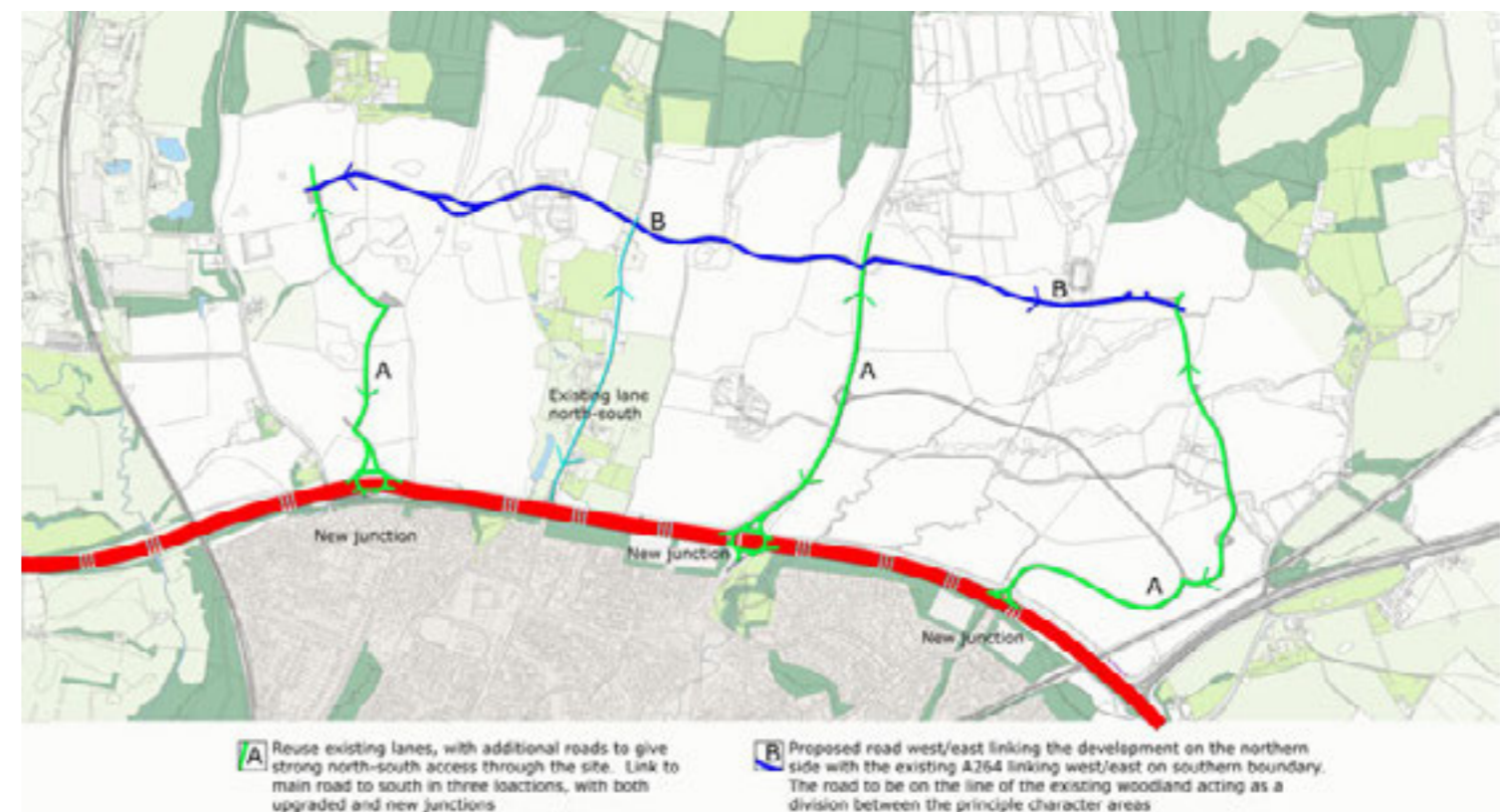
To cater for the higher pedestrian/cycle crossing demand at the centre and east of the site, options for grade-separated crossings have been considered. It is proposed that a foot/cycle bridge will be constructed adjacent to the Rusper Road roundabout connecting the centre of the site to existing Horsham.

Through consideration of the access requirements, a further junction was introduced in the vicinity of the proposed business park, which would facilitate a more direct approach to the parkway station.

The primary vehicular access to the development was proposed from the A264 via three junctions, comprising:

- **Central:** The existing A264 / Rusper Road roundabout will be upgraded to a signalised roundabout
- **Western:** The existing Langhurstwood Road will be closed at the southern end at the A264 and the route will be diverted through the development provided via a new signalised roundabout on the A264
- **Eastern:** A new left-in, left-out junction will be delivered on the A264, between Rusper Road and Moorhead Roundabout.

The form of the new roundabout junctions have been assessed and a number of detailed design options have been developed in consultation with the WSCC, taking account of traffic movement and capacity, as well as considering desire lines and connectivity objectives.



05

ASSESSMENT + EVALUATION Key Structuring Elements

PARKWAY RAILWAY STATION

HDPF Policy SD9 outlines that:

“Land required to deliver a railway station and associated uses including parking and a multi-modal interchange, is safeguarded, as indicated on the Masterplan Map pending a definitive decision for the Department of Transport.”

The proposed station would be located on the Horsham to London Victoria railway line, between the existing Littlehaven and Faygate railway stations, and would provide services to destinations including Horsham, Crawley, Gatwick and London.

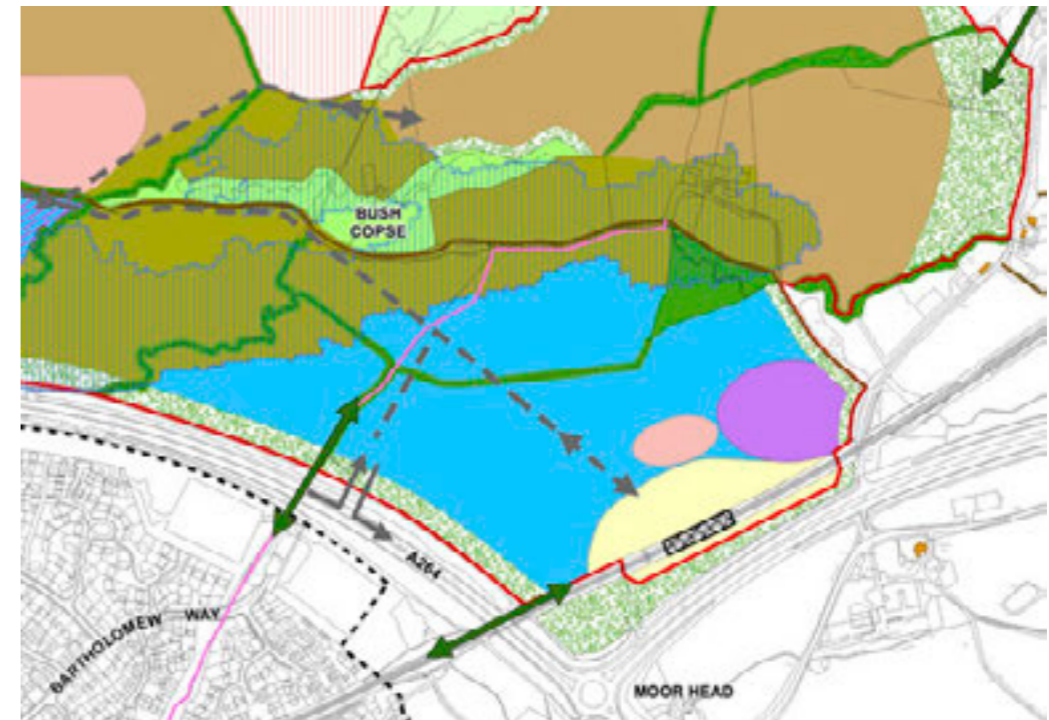
The scheme proposed a two-platform railway station with footbridge and passenger lifts, a bus interchange, short stay car park/drop off area and a 600 space parkway facility, with adequate provision for disabled passengers.

The existing railway line crosses the development site in the south east corner, and is adjacent to the two carriageways of the A264 converging on the Moorhead roundabout.

The assessment of the requirements for a Parkway Station established at an early stage that the land area for the station, transport interchange and parking could only be accommodated north of the railway line. This location was reflected in the HDPF Policy Masterplan Map.

The constraints associated with access to the land south of the railway line, off the A264, effectively excluded this land for any associated activity other than a railway platform.

Successive masterplans have focussed the Parkway Station in this preferred location and have considered options for the location of the parking areas, as well as considering access and circulation associated with the public transport interchange.



HDC MASTERPLAN EXTRACT DENOTING THE PROPOSED RAILWAY STATION



MASTERPLAN EXTRACT DENOTING THE PROPOSED RAILWAY STATION

05

ASSESSMENT + EVALUATION Key Structuring Elements

BUSINESS PARK

HDPF Policy SD1 outlines that:

“A business park shall be provided in order to enable the opportunity of working locally, to reflect the needs of the economy;”

The objective from the outset was to create a comprehensive business centre in a single focussed location, such that the quantum of office space required by policy could be provided in a cohesive and structured approach.

The inter-relationship of the business park with the parkway station was an important consideration, and the assessment considered the benefits of sustainable approach to accessibility, transportation and efficient use of the land area.

Proximity to the main site access was also a key consideration, and direct access from the A264 was factored into the organisation of the location for the business park. It was assessed that a third roundabout on the A264 was not achievable, therefore a simpler form of junction, comprising a “left in - left out” junction was configured. This facilitated access to the heart of the business park and provided a more direct access approach to the parkway station.

Locating the business park adjacent to the A264 also provided a high level of visibility to this important new business district. It also placed this at the gateway to Horsham therefore having a strong inter-relationship with the existing town.

A key constraint which informed the potential site area for the business park was the Chennells Brook watercourse and the associated flood plain which defined the northern boundary. This natural feature was considered a key benefit, providing a natural edge and forming a separation from the residential uses.

As such, the business park was zoned to the south eastern area of the development site at an early stage of the masterplan process, and recognised as a key structuring element.

LOCAL CENTRE

HDPF Policy SD1 outlines that:

“A Local Centre will be provided which comprises a mix of uses to reflect the needs of the land at North Horsham allocation area; including shops, health care and community facilities;”

At the early stage of assessing the capacity of the site, and when a larger quantum of development was being considered, three distinct neighbourhood areas were a feature of the masterplan, with each having its own local centre

Through the progression of the site options and the emerging reduction in overall capacity, it was assessed that a single, central local centre would be the preferred approach to the provision of the key retail and community facilities.

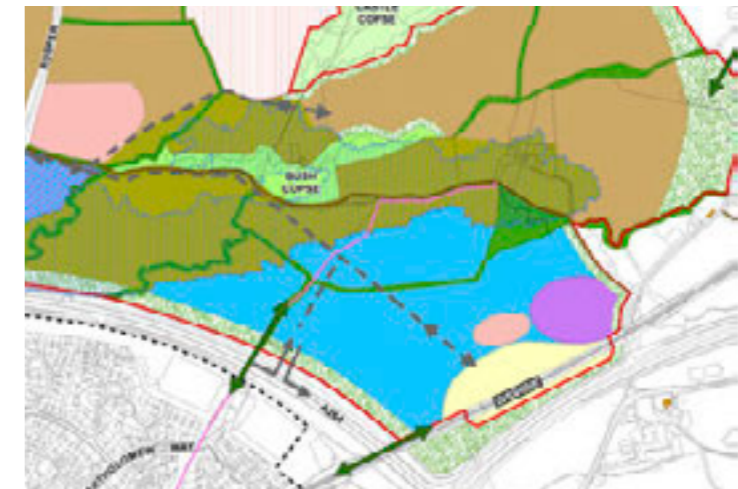
Geographically, the centre of the site is the farmstead at Moated House. The integration of the listed farmhouse into the new development, making this a focal point of the new community, was considered to be an important objective. Its proximity to Rusper Road, being the main access into the development site, further directed the organisation of the local centre uses to this central location.

The creation of a new junction on Rusper Road provided a focal gateway for the new development, and provided the opportunity to organise the local centre components around this. It was assessed that the local centre elements should be organised either side of this gateway, leading to the neighbourhood areas to both the east and west.

The site was also assessed as being capable of incorporating a major food store. As this would serve the wider Horsham community, it was assessed that a location closer to the A264 would be more accessible. Its location close to the Rusper Road roundabout was an early feature of the masterplan.

A range of community facilities is envisaged as part of the strategic allocation, and it was assessed that the co-location of these with the local centre would provide a balance of uses in an accessible and focal location.

As such, the local centre was located within the central area of the development site at an early stage of the masterplan process, and recognised as a key structuring element.



Business Park

MASTERPLAN EXTRACT DENOTING THE BUSINESS PARK



Local Centre

MASTERPLAN EXTRACT DENOTING THE LOCAL CENTRES

05

ASSESSMENT + EVALUATION Key Structuring Elements

EDUCATION

HDPF Policy SD1 outlines that:

“Two primary schools and a site for a secondary school shall be provided together with provision for Special Education Needs places for 2-19 year olds;”

The location of the education provision is a key structuring element within the overall masterplan. The secondary school at Land North of Horsham will be a 6 form entry school and will have a land take of 6.91 hectares. An additional 2.00 hectares is also to be provided for the secondary school site in the event of an expansion to 8 form entry. The primary schools will be 2 form entry and will have a land take of up to 1.93 hectares each. Additionally, the development is required to accommodate a special needs school, early years provision and youth provision.

This comprises a significant area of land which, depending on location, could impact upon the permeability and connectivity of the overall development as parts of the school and its playing fields will not be publicly accessible during school hours.

Initial options considered separate locations for each of the schools, inter-related to the three neighbourhood areas being considered under the earlier, larger quantum, masterplan schemes. This had the benefit of a wide distribution of education facilities across the development area.

This envisaged a secondary school to the eastern area with a primary school to the central area and western area. At this early stage, the importance of co-location of the education uses with local centre and community uses was acknowledged, and influenced the location and context of the school sites.

The subsequent iteration of the masterplan, for the reduced quantum of development, maintained the same overall approach to the distribution of the schools. At this stage, however, the schools were effectively located at the edges of the new neighbourhood areas, and recognised that the large open areas of sports pitches and amenity spaces associated with the schools, could be used as transitional buffer spaces to the northern natural edge of the development area. Importantly, this addressed the issue of avoiding large open spaces within the urban areas, compromising the urban grain of the new development. Additionally, and a key consideration, was that these locations enabled the expansion of the school sites at a future date, if required.

Through their assessment of the education needs for the new development, and acknowledging the objectives of sustainability and efficient use of land, WSCC explored the option to co-locate a number of the uses on a single “campus” site, where the integration of buildings, sharing of amenities, and sharing of parking requirements could provide a more comprehensive approach to the overall provision of the education needs for the community.

The introduction of this single site provision necessitated a review of the masterplan, which assessed how a larger land area could be accommodated and integrated into the overall land uses. It was acknowledge that this location had to be more central, and have an inter-relationship with the local centre uses, whilst being accessible and close to the main highway infrastructure.

The initial option for the school campus positioned this to the north eastern edge of the central area, acknowledging the principles of locating the site at the development edge to interrelate with the buffer, and having a natural boundary provided by the woodland at Castle Copse.

Consideration of the phasing and delivery of the education provision assessed that the secondary school would probably be required to be delivered in the early phases and therefore dependent on existing infrastructure to access the school site. Further studies considered an option to locate the school campus adjacent to Rusper Road, such that early access from existing infrastructure could be achieved. Importantly, this also reinforced the co-location with the local centre and community uses.

As such, the preferred location of the schools are close to the local centres and local neighbourhoods acknowledging that they should be close to new infrastructure, whilst avoiding the creation of localised congestion. The school locations should support the principle of connected neighbourhoods.



HDC MASTERPLAN APRIL 2014 DENOTING THE SCHOOL LOCATIONS



HDC MASTERPLAN NOVEMBER 2015 DENOTING THE SCHOOL LOCATIONS

05

ASSESSMENT + EVALUATION Key Structuring Elements

CONNECTED NEIGHBOURHOODS

The principle of connected neighbourhoods was established at the Strategic Site Option stage and is a key masterplan design principle and structuring element.

Planning for connected neighbourhoods is intended to enable residents to easily access local amenities within a reasonable walk from their home. This reduces dependency on private motor vehicles and the need for residents to travel outside of the development to meet their day to day needs.

Connectivity also increases the appeal and vibrancy of public spaces by increasing footfall and social interaction, and helps to support local shops and services. The characteristics that create connected neighbourhoods are the level of permeability, community safety, variety, legibility and design within the development.

As a key element of the development, housing would be the major land use, however it is most flexible in terms of locations. The approach was to organise the residential element as a series of neighbourhood areas, each with its own focal area, being either a local centre, community buildings or village green.

The prevailing site features, topography and landscape have influenced potential development areas. Early iterations of the masterplan proposed three main neighbourhoods, bounded to the north by a series of smaller inter linked hamlet clusters, each with its own focal area.

The existing properties along Old Holbrook, with the associated parkland and woodland, effectively formed a linear wedge separating the central and western areas. Likewise the existing woodland, water courses and flood plain at Chennells Brook effectively formed a natural break between the central and western areas.

This was perceived as a positive and influential key structuring element, enabling distinct and separate neighbourhood areas to be formed, each potentially with its own character, drawing on the natural site features.

The following iteration of the masterplan option removed the northern hamlet clusters, and focussed the residential areas on three main neighbourhood areas, forming eastern, central and western zones, clearly defined by the site features.

Key to the evolution of the connected neighbourhoods was the organisation of community uses, local amenity space and schools within these neighbourhoods. The concept of a 'Community Hub' has been promoted by HDC as a sustainable approach to providing a range of community facilities. The definition of a Community Hub is the integration of mainly public services into one location or building in a development, with the aim of improving service delivery and using buildings, such as schools, more effectively. Community Hubs, centred around school buildings can provide accommodation for nurseries, health facilities, youth clubs and other community services. This was embraced as a key element of the neighbourhood areas.

The strategic site option is a wide, linear land area, extending from Langhurstwood Road in the west to Wimland Road in the east - a linear distance of some 2850m separating these two elements. As such, the form of inter-linking the neighbourhood areas would be a key consideration to ensure the overall community was comprehensive and connected.

Throughout the masterplanning process, the form of these connections has been considered and developed. A strong east west link across the site will connect the neighbourhoods, allowing easy access for vehicle movement, and providing for a bus network across the site.

Equally important are the pedestrian and cycle connections between the neighbourhoods and across the development. The natural features and existing bridleways and PRow's form the core of these networks, and are integrated into the new development framework. A key element of the HDC masterplan was the provision of a lateral greenway extending from east to west.



EVOLVING MASTERPLANS DENOTING THE NEIGHBOURHOODS



05

ASSESSMENT + EVALUATION Key Structuring Elements

NATURE PARK

HDPF Policy SD5 includes a requirement that:

“Open space will vary in scale and design but shall include a Nature Park designed and managed to provide natural green space for informal recreation and biodiversity enhancements.”

The approach to green infrastructure within the development area takes a holistic approach to ecology, biodiversity, landscape, cultural heritage, hydrology and climate change to integrate the environment into the whole community through physical experiences and education opportunities.

A key natural element of the site area was the space formed by the watercourses of Chennells Brook and its tributary streams which run alongside Bush Lane. This area effectively begins at the A264, forms a broad flood plain area, and extends green “fingers” of woodland towards the eastern boundary at Wimland Road. The area between these watercourses was initially assessed as being entirely within the flood plain, which effectively excluded development from this area of the site.

As part of the initial options studies, this area was identified as a focus for the natural amenity space requirements of the development, with the potential to consolidate many of the community and leisure uses into a single location, as a significant green park.

The masterplan options assessed this focal green space as a key structuring element, and considered how it could be the hub for a series of inter-connected linear parks and natural green spaces extending throughout the development site. At the early options stage, given the flood plain characteristic of this site area, a form of wetland park was considered, which would provide a wide range of ecological and biodiversity benefits.

At this early stage, the sports pitch requirements were intended to be distributed throughout the development area, as these were not considered an acceptable use within the flood plain. However, following discussion with HDC, the concept of consolidating the sports pitches, youth activity areas, and Multi Use Games Area into a single “Sports Hub” became the preferred and more sustainable approach to this provision. Given the area required to provide this enlarged facility, and assessing the effects of the overall site topography, it was proposed to locate the sports hub adjacent to the parkway station, in the south east corner of the site.

A subsequent review of the local area drainage capacity and flood mapping produced a revised extent of flood plain within the eastern part of the site and limited this to the areas alongside the watercourses. This released a significant area of land within the parkland area and enabled consideration of additional uses and activities within this area.

This presented the opportunity to relocate the sports hub to this area and hence provide a more comprehensive leisure park with a wider range of activities. Study options were produced to assess the capacity of sports pitches, and these have been incorporated into the final masterplan.

The sports hub is therefore inter-linked with the wider parkland area, which continues to provide the ecological and biodiversity benefits envisaged through the development.

As such, the formation of a Nature Park was assessed as a key structuring element of the masterplan.



MASTERPLAN EXTRACTS DENOTING THE NATURE PARK

05

ASSESSMENT + EVALUATION Masterplan Evolution

MASTERPLAN : JULY 2011

This early iteration of the masterplan brings together the key structuring elements described previously. This masterplan considered a capacity of 4500 dwellings together with the early objectives of the Strategic Site Option. The formative features included the existing and new access points, the extent of the flood plan, and the prevailing boundaries and natural features of the site area.

Development Footprint: A264

The edge closest to the A264 has development located close to the southern boundary. This is pulled back in subsequent masterplans following greater understanding of the noise implications from the traffic along the A264 and the need to preserve and enhance the ecological benefits of the trees and hedgerows along this edge.

Development Footprint: Langhurstwood Road

This plan included the area to the west of Langhurstwood road, abutting the existing railway line. This area was removed from later versions of the masterplan and Langhurstwood Road thereafter formed the western development edge.

Development Footprint: Wimland Road

As a consideration of avoiding coalescence between Horsham and Crawley, this was assessed as the most sensitive edge. Development is located away from the road such that a natural green edge with new landscape buffers could be formed.

Development Footprint: Northern Edge

The edge of the development to the north of the development responds to the existing landscape characteristics of the land. These are predominantly farm land and park land with a number of woodland areas and existing hedgerows which form natural site boundaries. When responding to these edge conditions it was recognised that the proposed development should give an appropriate setting to these existing features rather than developing right up to them which would reduce their quality.

Local Centre

This masterplan proposed three main local centres, associated with the main neighbourhood areas, with further smaller community centres associated with the smaller hamlet clusters.

Parkway Railway Station

The location of the proposed station was set at this stage establishing a key destination for the access and movement network.

Business Park

The Business Park was likewise considered, establishing its desired co-location and inter-relationship with the station and the desired accessibility from the A264. The northern edge of the Business Park was set by the outline of the floodplain, with the south-eastern edge defined by the railway line. At this stage, residential development was proposed adjacent to the commercial uses, forming a distinct neighbourhood area.

Education

A secondary and two separate primary schools were proposed, with the primary schools inter-relating with the central and western neighbourhood areas, whilst the secondary school was located north of Chennells Brook. The aim was to have a fairly even distribution of education uses across the development area. These were also located adjacent to the proposed east west main spine road.

Connected Neighbourhoods

With the larger capacity of dwellings being considered, the neighbourhood areas were proposed as a series of three main "villages areas", with smaller "hamlets" arranged along the northern edge, to reflect a rural edge, inter-connected with the natural features.



EARLY MASTERPLAN STUDY DIAGRAMS



05

ASSESSMENT + EVALUATION

Masterplan Evolution



MASTERPLAN : JULY 2011

- Key**
- 1 Langhurstwood Road
 - 2 Northern Edge
 - 3 Spine Road
 - 4 Local Centre
 - 5 Schools

ASSESSMENT + EVALUATION

Masterplan Evolution

MASTERPLAN : OCTOBER 2013

This version of the masterplan incorporates the adjustment of Strategic Site Option boundary, to reflect the reduction of dwelling numbers to 2500, as well as the re-configuration of uses.

Development Footprint: Langhurstwood Road

The western area of the development area has been re-defined, with Langhurstwood Road now forming the western development edge.

Development Footprint: Northern Edge

The northern edge has been significantly re-defined and now retains more of the existing space areas. The areas of interlinked hamlets have been removed, and the main residential neighbourhood areas re-configured.

Internal Access

The initial masterplan proposed a cross site access spine road to interlink the east and west areas of the site and routed this to the north of the site between the main neighbourhood areas and the smaller hamlets. In this version of the masterplan, the principle of the cross site spine road remains, albeit has been moved southwards. It forms a route through the centre of the area east ad west of Rusper Road, is then routed northwards via Morris Farm, due to the constraints of existing properties on Old Holbrook. The spine road then connects with the western neighbourhood area and links to Langhurstwood Road.

Local Centre

At this stage of the masterplan process, a single larger Local Centre was proposed, focussed around Moated House, with smaller community hubs to the eastern and western neighbourhood areas

Education

The number and location of the schools remains unchanged, however these now feature at the edges of the development area, which benefits the transition of built form to open space, insofar as the playing fields and amenity spaces now become transition spaces at the more open, natural edge of the development.



MASTERPLAN : OCTOBER 2013

Key

- 1 Langhurstwood Road
- 2 Northern Edge
- 3 Spine Road
- 4 Local Centre
- 5 Schools

05

ASSESSMENT + EVALUATION Masterplan Evolution

MASTERPLAN : FEBRUARY 2015

As discussions with key stakeholders progressed, and their requirements became more defined, the masterplan was evolved to accommodate these requirements, necessitating adjustment and reconfiguration in a number of areas.

Education

A review of the education needs for the wider community by WSCC concluded that the most effective option for Land North of Horsham was to consolidate a number of school facilities into a single “campus” facility. This proposed the co-location of the secondary school, primary school, special needs and early years provision on a larger site area of circa 9.4 hectares. Two locations were considered for this, with the preferred location being adjacent to Rusper Road, close to the new access roundabout. This site also benefited from being an edge location which continued the objective of transitional open space to the northern development edge.

Community and Leisure Uses

HDC’s Community and Leisure Team reviewed their preferred community and leisure provision, with various options and alternatives assessed through the workshop process. A key outcome was also the consolidation of the major sports elements, comprising the sports pitches and youth facilities, therefore a single “sports hub” was proposed. Due to the land area required for this enlarged facility, and taking account of the site topography, the sports hub was configured to the eastern edge of the site, adjacent to the Parkway Station. The consolidation of the leisure and open space provision was focussed on the large open space area between the two watercourses, with the concept of a large, multi use nature park being evolved, and becoming a town-wide facility to benefit the wider community.

Cemetery and Allotments

HDC’s emerging HDPF Strategic Site Policy identified the requirement for a new cemetery to meet the future requirements of the Town. It was proposed to locate this at Land North of Horsham, and a site of circa 10 hectares was required to meet this provision. The open fields to the north west, adjacent to Graylands and Langhurstwood Road was the preferred option and was introduced into the masterplan. The development boundary was adjusted to include this. Provision for community allotments was also made at this time, with the preferred approach being to co-locate these with the cemetery.



MASTERPLAN : FEBRUARY 2015

Key

- 1 Schools
- 2 Sports Hub
- 3 Nature Park
- 4 Cemetery
- 5 Allotments

MASTERPLAN : MAY 2015**Public Exhibition**

A number of adjustments were made to the masterplan following the Public Exhibition in April 2015, partly in response to feedback received and partly through on-going progression and other external influences.

Flood Plain

The review of the local area watercourse capacity and associated flood zones established a revised 1:100 year outline which set the development boundary. Significantly this released a land area between the tributaries of Chennells Brook. These facilitated an adjustment to the footprint of the business park and residential area to the eastern area of development.

Sports Hub

A further key benefit of this was that a significant area of the parkland was taken out of the flood plain. This enabled consideration of an alternative, more central location for the sports hub, between the business park and the retail area. The concept of a single centre was further expanded to bring more recreational facilities to this location, and provided a beneficial inter-relationship with the natural green open space.

Education

At this stage, WSCC had identified a need to make provision for future expansion to the school facilities and sought an additional two hectares associated with the campus. An area had previously been identified on the south side of the access spine road, however with the adjustments to the flood plain, and the re-configuration of uses, it was proposed that the expansion area would be more beneficial if this was adjoining the campus site. An area of land was therefore introduced to the east of the campus.

Retail & Mixed Use

Through a review of the provision for the retail and commercial uses, it was identified that the requirement for a food store could be scaled down, or consider the potential for two smaller stores. This enabled the food store to be re-sited closer to the A264 which released an area where the mixed uses for retail, restaurants, medical centre, etc. could be consolidated, adjacent to the new Rusper Road roundabout, and on the main cross site spine road. This would also strengthen the inter-relationship between the mixed uses and the community uses.



MASTERPLAN : MAY 2015

Key

- 1 Sports Hub
- 2 Campus Expansion
- 3 Food Store
- 4 Mixed Use Centre

05

ASSESSMENT + EVALUATION Masterplan Evolution

MASTERPLAN : JULY 2015

Development Footprint

The technical work informing the masterplan included consideration of the drainage strategy for surface water and the noise mitigation associated with the A264 frontage. In conjunction with this, the conclusion of ecological / biodiversity assessments and tree surveys identified a number of key existing features to be retained. This included the re-planning of the business park to retain an important hedgerow. Additional land was introduced to incorporate existing ponds to benefit the drainage strategy.

Drainage Strategy

The indicative strategy for surface water attenuation created a number of zones across the development area, each with its associated storage, which inter-linked to route the surface water to the southern area along the A264, where the more significant water storage would be required. These were assessed in relation to the areas of built form and incorporated as integral element of the opens space strategy. The development edge for the residential areas was set back along the A264 to create a network of inter-linked storage ponds, which would be designed as part of the edge buffer and perimeter trim trail routes.

Noise Mitigation

The assessment of noise from the A264 indicated a preliminary noise contour which established a new development edge for the residential area adjacent to the A264. This likewise set the development back, creating a more significant natural edge to the southern boundary. A series of options for the form of a noise bund were considered, taking account of height and landscape objectives. A number of indicative sections have been produced to inform the masterplan, however these will be refined as the detailed design of the scheme progresses.

Greenway Network

The objectives for the open space and network of inter-connecting greenways was reviewed and refined and their inter-relationship with natural features and existing desire line were reviewed. The masterplan was adjusted to reinforce these key movement corridors for pedestrians and cyclists across the development area. Importantly, the objective to create a cross-site green spine, incorporating the bridleway to Bush Lane and the PRow adjacent to the Moated House, which was extended across Old Holbrook and continued through the western neighbourhood area was realised.



MASTERPLAN : JULY 2015

Key

- 1 Southern Storage Ponds
- 2 Noise Bund
- 3 Green Spine

06 MASTERPLAN DESIGN





06

MASTERPLAN DESIGN

Masterplan Design

PRINCIPLES

The following principles set out the key drivers that have informed the masterplan for Land North of Horsham. These include a strategic response to key site constraints.



The Site

- The site is bounded to the south by the A264
- The northern boundary is formed by woodland and agricultural land
- The east and west boundaries are formed by existing lanes



Existing Buildings

- There are several existing buildings within the site, and along the existing lanes, including listed properties
- New development will be laid out to avoid impacting on sunlight and daylight to existing buildings and will respect their setting



Well Connected

- The main vehicular access will be from the A264
- A new cross site spine will connect the neighbourhoods
- A new Parkway Railway Station will be provided
- A bus will follow a circular route so that all homes are within a 5 - 8 minute walk of a bus stop



Existing Woodland

- The site includes Ancient Woodland copses, historic hedges and fragments of woodland
- The masterplan strategy is to retain existing woodland and hedges and to maintain the natural woodland boundaries



Green Features

- A new lateral east-west green spine will be created to integrate existing PRoW's and bridleways
- New landscaped edge buffers and circular walks will be created
- New village greens will be created



Connected Neighbourhoods

- Three main residential neighbourhoods will be formed
- New schools will be at the heart of the neighbourhoods
- A new Local Centre will be at the heart of the masterplan
- A network of greenways will interlink the neighbourhoods

06

MASTERPLAN DESIGN

Masterplan Design

CONCEPT

The development footprint reflects the incorporation of these principles and will make Land North of Horsham a highly sustainable community with a strong sense of place and a distinctively green character.

The key elements of the masterplan a nature park, a local mixed use centre and new business park with a potential parkway station. And will comprise of four distinct residential neighbourhoods.

LAYERED APPROACH

The illustrative masterplan can be described in a series of layers that demonstrate how it has been shaped by the site constraints, the development footprint principles and the application of design principles. These are summarised as follows:



SITE CONSTRAINTS

As described in Section 04 Physical Context, a number of existing features have significantly influenced the shape of the development proposals; the most significant being:

Topography

The ridge to the north and the gentle incline from the south to north form a graduated topography within which the proposed development will be contained. Maintaining the visual prominence of the wooded ridge is also important.

Existing buildings

The application boundary excludes a number of properties which are located along Old Holbrook and Langhurstwood Road. New development will be set back from these properties. Where buildings are of heritage value, lower density development of special character or green space is proposed to provide an appropriate setting.

Existing routes

The A264 forms the southern edge of the proposed development site with Langhurstwood Road and Wimland Road bounding the western and eastern edges. Rusper Road forms a north - south cross-site link and will be the main access to the Local Centre. In order to maintain the rural character of these lanes Langhurstwood Road will be closed at the A264 junction and vehicles encouraged towards new roads. Existing public rights of way across the site and new cycle route will be accommodated.

Drainage and flood risk

Development will avoid the low lying areas of 1 in 100 year floodplains that drain to Chennells Brook. Development will be set above the 1 in 1000 year flood level. Existing watercourses and open drainage ditches will be maintained.

Landscape

The principle of retaining and connecting existing woodland, hedgerows and watercourses has shaped the green-space network and given the masterplan its distinctive form.

Ecology

There is a rich mix of woodland, hedgerows, grassland and watercourses which makes this area particularly suitable for providing replacement habitat for a variety of species to mitigate for areas lost to development.

DEVELOPMENT FOOTPRINT

Section 05 explains how the development footprint has been defined through a response to natural features of the site and the application of design principles.

Development Layout

The development layout within the footprint reflects the application of general design principles set out in Section 03 and the site specific principles illustrated in Section 06. The following pages explain the masterplan layers in more detail.

Land use

The quantity and mix of land uses are designed to create a sustainable urban extension based on the principle of connected neighbourhoods. Mixed uses are clustered around a Local Centre which will provide facilities within a short walk of all homes. The schools are adjacent to the principal access roads and are located within walking distance of homes to encourage walking to school and are also close to the local centres.

Density

A density gradient reflects the principle of organising higher densities around the local centres and main streets. It is also designed to create areas of different character across the development and provide low density neighbourhoods in sensitive locations such as around the listed building and along the rural edge.

Landscape

The landscape plan incorporates provision for formal and informal open space, sports pitches and play areas to serve the new development and delivers a new nature park. SuDS, watercourses and existing features are integrated into a new green-space network and a significant area for ecological mitigation is created.

Access and Movement

Existing public rights of way are retained or relocated within green corridors where this creates a better route. The new movement network includes a circular bus route linking the development to Horsham town centre. The strategic road network is designed to link traffic movement across the development whilst minimising the impact on existing lanes and new residential streets.

ILLUSTRATIVE MASTERPLAN

This plan illustrates the culmination of the design principles to create the proposed development at Land North of Horsham.



06

MASTERPLAN DESIGN

Masterplan Design

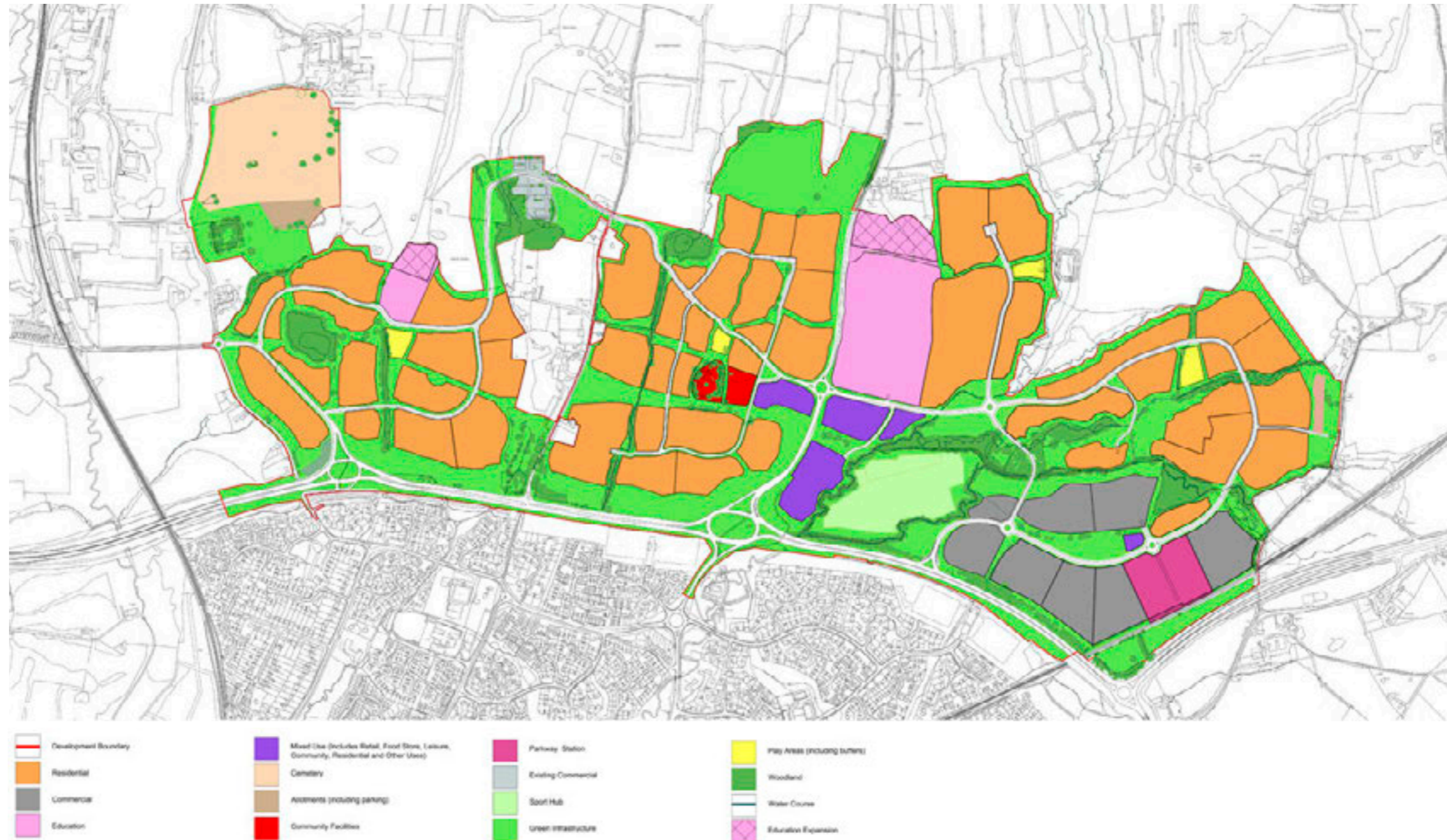
ILLUSTRATIVE 3D MASTERPLAN PLAN

This drawing illustrates the culmination of the design principles to create the proposed development at Land North of Horsham.



LAND USE

The Land Use Parameter Plan illustrates the general arrangement of the mix of land uses to be provided at Land North of Horsham.

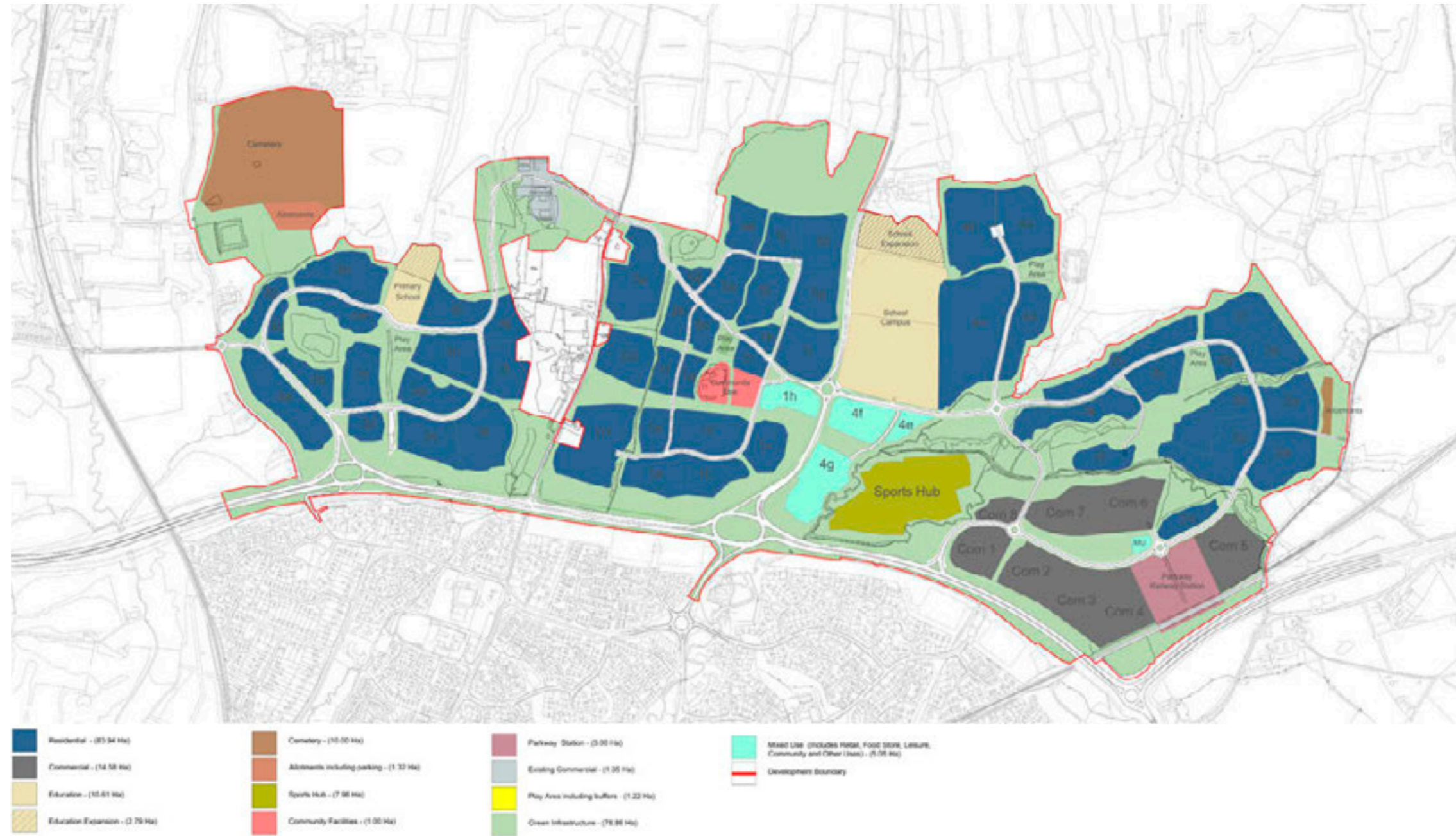


06

MASTERPLAN DESIGN Development Framework

DEVELOPMENT FRAMEWORK

The Development Framework Plan illustrates the quantum of development proposed for the mix of uses to be provided at Land North of Horsham.



DENSITY

The Density Parameter Plan illustrates the proposed gradient for residential development. Very low densities are proposed along the rural edges to the north. Higher densities are proposed along the A264 and focused around the local centres.



Key



06

MASTERPLAN DESIGN Built Form

BUILDING HEIGHTS

The Building Heights Parameter Plan illustrates the building height extents for development proposed at Land North of Horsham.



Key

	Residential up to 10m (2 Storeys)
	Residential up to 12m (3-5 Storeys)
	Residential up to 15m (3-4 Storeys)
	Mixed Use up to 13m
	Mixed Use up to 15m
	School up to 12m (3 storeys)
	Commercial/Retail up to 15m
	Development Boundary

Note: FFL may vary by +/- 2m from existing ground level. Above Ordnance Datum (AOD).

Note: Maximum building heights to ridge level are measured in meters above the proposed ground level.

Note: Intermittent use of taller buildings within each parameter banding where landmark and feature building are considered appropriate.

OPEN SPACE

The Open Space Parameter Plan illustrates the general arrangement for the open space and amenity provision.



Key

Development Boundary	Cemetery	Acoustic Attenuation Buffer
Proposed Development Parcels	Sports Hub	Amenities (including parking)
Woodland	Heathland Play Area (including buffers)	Water Course
Ancient Woodland	Natural Greenspace	Existing Ponds
		Attenuation Ponds

06

MASTERPLAN DESIGN Landscape

OPEN SPACE FRAMEWORK

The Open Space Framework Plan sets out the quantum and details for the open space and amenity provision. This inter-relates with the HDC's emerging Open Space Strategy and identifies those elements of the strategy which can be provided at Land North of Horsham. This requirement considers the HDC Open Space Policy (HDPF), whilst establishing the priority and quantum required through the development.



Key

Sports Pitches & Changing Areas : 5.1 Sports Pitches - (3.66 Ha) 5.2 Sports Changing Facilities - (0.8 Ha)	Youth Activity Areas : 6.1 BMX Track - (0.19 Ha) 6.2 Paved Kickabout Area + buffers - (0.15 Ha) 6.3 Skate Park - (0.11 Ha)	Children's Equipped Play Areas : 4.1 Children's Play Areas + buffers - (0.70 Ha) 4.2 Adventure Play Areas + buffers - (0.37 Ha)	Multi-functional Greenspace - Parks : 7.1 Parks - Open Space - (4.10 Ha) 7.2 Parks - Woodland - (3.66 Ha) 7.3 Kickabout Areas - (1.76 Ha)	Additional Land (Not in OS Requirement) : 10.1 Ancient Woodland - (4.39 Ha) 10.2 Existing Woodland & Hedgerows - (7.90 Ha) 10.3 Abandonment Ponds - (9.70 Ha) 10.4 Noise Buffers - (3.05 Ha) 10.5 Landscape Buffers - (26.53 Ha)	Other : Existing Highway Land - (17.346 Ha) Nature Park - (24.13 Ha) Community Facilities - (1.00 Ha) Development Boundary
Multi Use Games Areas : 6.0 MUGAs - (0.5 Ha)	Allotments : 2.0 Allotments + parking - (1.32 Ha)	Cemetery : 9.0 Cemetery - (10.00 Ha)	M/F Greenspace - Natural/Amenity : 1.0 Open Greenspace - (15.01 Ha) 3.0 Amenity Greenspace - (3.12 Ha)		

06

MASTERPLAN DESIGN Landscape

LANDSCAPE APPROACH

The provision of open space has been one of the key components in the development of the proposed masterplan. A landscape and visual assessment identified the important site character areas, sensitive and valuable features and sensitive view corridors and viewpoints. These existing elements and character areas formed the framework for the open space network and development footprint.

In accordance with HDC's open space standards, the open space network consists of a range of land-use types: informal green open space, outdoor sports pitches, parks and recreation grounds, children and young people equipped play space and cemeteries. In addition to these areas, the open space network has been designed to complement, support and benefit from the ecological mitigation areas and land used for flood mitigation and sustainable urban drainage systems (SuDS).

Three key principles for the provision of open space were developed through the design development process:

- People
- Nature
- Place.

These principles have informed the design of the green-space to create a multifunctional, well connected open space network that contributes positively to all aspects of Land North of Horsham.

People

Open space should allow for a wide range of people and activities, amenity, leisure and recreation. It should encourage active and passive play - sport, jogging, cycling, walking, horse riding. It should also facilitate socialising or solitary activities - different types of play, allotments and productivity.

Nature

Rich diversity of natural green-space is not only provided within separate ecological mitigation land, but also integrated throughout the development. Green corridors and links provide for a wide range of species and experiences accessible to the residents and users. A rich matrix of habitat types adds to the quality of the environment, enhanced by sustainable water management strategies.

Place

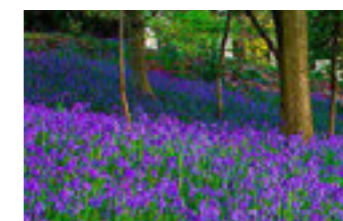
The unique characteristics of Land North of Horsham have structured and informed the layout of the masterplan. Key specimen trees, quality hedgerows, landforms and woodlands, heritage buildings and settings have informed the character and uses of the masterplan as well as the design and character of the open space network. New character areas and open spaces are proposed that add richness and diversity to the proposed development, giving a sense of place and legibility within the new landscape.



People



Nature



Place

06

MASTERPLAN DESIGN Landscape

LANDSCAPE STRATEGY

The landform and existing features within the site and surrounding area, together with the urban design layout for the development, have strongly influenced the landscape and ecology strategy and location of areas of public open space within the site. The key features of the development are:

Existing Landscape Features

Retention of existing boundary trees and shrubs within the application site which are worthy of retention, and their protection will be compliant with BS5837:2012 – ‘Trees in relation to design, demolition and construction – Recommendations’.

Retaining, where possible, the majority of existing hedgerows and shaws within the site area, as well as retaining areas of woodlands, both within the site and adjoining it, including the provision of appropriate ‘buffer’s to the woodlands.

Ecological Habitats and Enhancements

The retention and enhancement of existing high quality wildlife habitats within the application site, where possible. including:

- The creation of new habitats to enhance the biodiversity value within the application site, and compliment the surrounding habitats including the creation of a new dormouse crossing point within the eastern parts of the application site to ensure that this species does not become isolated from section of habitat along and adjoining the Chennells Brook;
- The provision of new bird and bat roosting habitat;
- Retention and enhancement of the existing great crested newt and reptile populations within the application site;
- The provision of appropriate buffers to existing badger setts and incorporation of green-corridors within the development to provide foraging and dispersal routes for badgers.

Landscape and Open Space Provision

Provision of substantial areas of multifunctional green-space, natural and semi-natural green-space, parks and amenity space, youth and children’s play spaces, sports and recreational areas and community facilities including cemetery and allotments.

Key Views

The retention of long distance, panoramic views southwards from the wooded ridge looking over the Low Weald to the Area of Outstanding Natural Beauty (AONB) and to the South Downs, although it is appreciated that these views would change and be experienced in the context of increased urban development on the lower land in the foreground within the application site.

Sport and Recreation Provision

The provision of a ‘Sports Hub’ including formal sport pitches and other facilities together with area of ‘Natural Green-space’ within the central eastern parts of the application site including vegetation adjoining Chennells Brook and its tributary streams and Bush Copse.

It is envisaged that the sports hub will include sport changing facilities and car parking areas, a number of sports pitches (senior and junior pitches), multi-use games areas (MUGA’s) and youth facilities and children’s play Areas. The area of natural green-space will use the existing habitats along the Chennells Brook as a starting point with these being improved and new habitats created to provide an area of informal recreational and educational interest for use by existing and new residents to experience and enjoy.

The exact design for the ‘natural green-space’ has yet to be finalised but it is anticipated that this area would be relatively low key and designed in conjunction with the District Council and interested stakeholders.

Listed Buildings

The provision of appropriate buffers to listed buildings within and adjoining the application site to safeguard and protect their rural landscape settings and minimize impacts where possible, albeit the context of the buildings will change due the proposed development.

East – West ‘Green’ Link and New ‘Greenways’

The creation of a strong east-west ‘Green’ link between Wimland Road and Langhurstwood Road through the development. This would include retention of the existing east to west bridleway and footpath (Bridleway No.1585 and Footpath No.1575) between Wimland Road and Old Holbrook, and extension of the ‘Green’ link westwards to Graylands Copse and Langhurstwood Road.

The existing routes and new section of footpath / cycleway would be located within a wide corridor of open space including retaining existing hedgerows, trees and wooded adjoining existing routes and new areas of tree, shrub, and hedgerow planting provided to enhance the routes together with incidental seating areas, play areas and open spaces.

It is envisaged that Bridleway No.1585 would remain essentially unchanged and form part of an extended section of the Horsham Riverside Walk between Wimland Road and Rusper Road (with a new footbridge provided over the A264) whilst the complete east – west ‘Green’ link would form an integral part of a heritage trail and wildlife trail around and through the application site connect places / points of interest.

A number of new ‘greenways’ will be created along the principal access routes, bus routes and cycle paths and through development parcels which take the form of planted corridors of varying width depending on the location of the pedestrian / cycle route. It is envisaged that these routes would be aligned to adjoin to existing hedgerows and hedgerow trees, where possible, new areas of tree, shrub, and hedgerow planting provided to enhance and create attractive routes and places for residents to use and enjoy.



06

MASTERPLAN DESIGN Landscape

Elevated parts of the application site

Avoiding, where possible, the more visible, open elevated parts of the application site located on (and adjoining) the wooded ridge (Hurst Hill - between Graylands and Wimland Road). These areas would be retained in open uses with the central northern part of the application site proposed as natural green-space including parts of a recreational route around the development, whilst the western elevated parts of the application site are proposed for cemetery and allotments uses.

It is envisaged that the central northern area would be predominantly open grassland habitat with appropriate landscape planting and 'buffers' along the edge of housing parcels whilst within the cemetery the landscape approach would be more formal with a parkland character. Within the development parcels adjoining these areas careful consideration is to be given to building heights and building densities in order to create a transition from built development to open countryside. This would also assist in creating a natural northern boundary to the development



Structural Landscape 'Buffers'

The provision of a wide landscape 'buffers', up to 30 metres in width, along the western, eastern and southern edges of the development.

The design and uses within the buffers will include predominantly open uses, such as youth and children's play areas, sustainable urban drainage (SuDS), noise reduction measures, earth mounding, recreational areas including footpaths, cycle ways, seating areas, exercise trails, educational signage, together with allotments and areas of new landscape planting.

The primary objective of the design of the buffer on the eastern edge of the application site adjoining Wimland Road is to reduce and mitigate, in the longer term, any potential landscape and visual impacts on the existing Horsham to Crawley gap landscape to the east. It is envisaged that substantial screen planting will be provided within the buffer including parts of a recreational route around the development.

The design of the buffer along the western edge of the application site, adjoining Langhurstwood Road, will provide an appropriate transition to the wider countryside to the west and maintain the rural character of Langhurstwood Road as well as providing some separation to properties along the road. It is envisaged that some screen planting will be provided within the buffer together with areas of open space including parts of a recreational route around the development. The northern section of the buffer is to connect to the existing areas of Ancient Woodland to the north and include areas of new planting to provide an appropriate edge to the woodland.



LANDSCAPE BUFFER STUDIES

06

MASTERPLAN DESIGN Landscape

MANAGEMENT OF OPEN SPACES AND ANCIENT WOODLAND

At this stage, it is envisaged that the long term landscape management of existing and new landscape areas will be undertaken by two management companies to be set up by the developer.

One company would deal with the commercial areas of the development including the areas outside the site curtilage of the individual commercial buildings, which include the roads, footpaths, street lighting and communal soft and hard landscaped areas.

A residential estate management company would oversee the maintenance of the common areas within the residential estate, such as the unadopted roads and footpaths, communal areas and amenities such as the play areas and equipment, and the natural green-spaces, including litter picking and dog waste. This management company may also manage the sports hub / facilities within the development.

It is envisaged that the majority of the open spaces will be accessible to new and existing residents unless there is a need to limit or prohibit access for safety or other reasons. Access will be provided to limited areas of ancient woodland where access can be readily managed and controlled and information provided through the use of interpretation signs to educate residents.

A Landscape and Biodiversity Management Strategy (LBMS) will be prepared and agreed with HDC at the appropriate time (following the grant of outline permission and prior to completion of each phase of the development). At this stage, it is anticipated that the contents of LBMS would include or may include all or part of the following:

- Introduction – scope and purpose and long term ‘vision’
- Management Aims and Objectives
- Inventory – Existing and Proposed Landscape Components
- Component Descriptions (by area), Landscape Management Objectives and Prescriptions
- Implementation, Work Programme and Funding
- Monitoring and Review.



PLAY AND RECREATION STRATEGY

The green space network is made up of a range of key elements:

- The Nature Park
- The Greenways
- A variety of play spaces, with the focus on 4 neighbourhood play spaces as the main play destinations supported by incidental and doorstep play
- A sports hub
- Productive allotments.

The green space network will also include interlinked rural edge trails and ecologically managed land, SuDS, and new and existing woodlands.

The principles set out in the NPPF, in section 8 ‘Promoting healthy communities’ will guide the provision, design and delivery of the open space network. The site aims to provide high levels of accessibility by walking, cycling and public transport and enhance the range and quality of facilities available. The form of open space provision considers security and personal safety, particularly enabling children to access amenity space, play and sport resources with greater independence and safety.

The focus of the play strategy is on creating a range of large, unique and distinctive destination spaces that are connected to the green space network. These neighbourhood play spaces are located along green open space corridors with good pedestrian and cycle connectivity. These play spaces combine equipped play for all age groups within a landscaped setting that provides for informal play and recreation. A number of local play spaces and doorstep play spaces will also be integrated into the development areas.

The play spaces will meet the requirements and objectives of HDC policies and provide appropriate buffer zones.

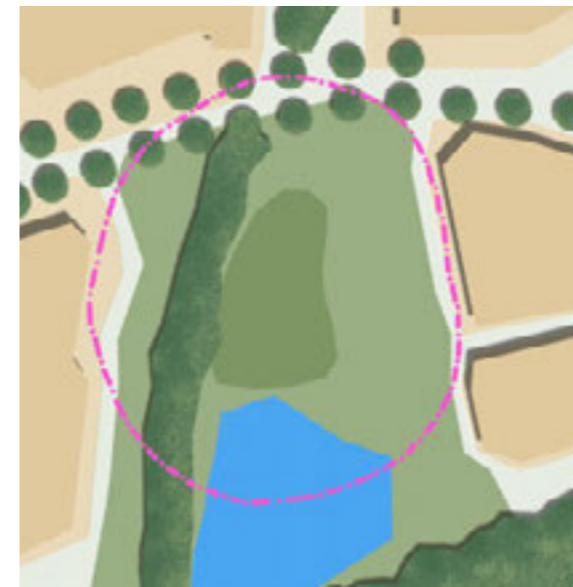
Naturalistic, informal play features will be incorporated into the green corridors and routes as incidental play opportunities for “play along the way”.



NEIGHBOURHOOD PLAY AREA: 1



NEIGHBOURHOOD PLAY AREA: 2



NEIGHBOURHOOD PLAY AREA: 3



NEIGHBOURHOOD PLAY AREA: 4



06

MASTERPLAN DESIGN Landscape

SPORTS HUB

One of the key features of the proposed development is a large, well-connected, destination sports hub providing changing facilities, toilets for general use and hire by the surrounding communities.

The proposed sports hub will meet the requirement for outdoor sports pitches, and provides this allocation in such a way that it is available as a resource for the wider community, ensuring it will be a sustainable facility. The sports hub is located within the Nature Park, which provides walking, cycling and public transport connections into the park and Horsham.

In line with section 8 'Promoting healthy communities' of the NPPF, the sports hub will be developed through assessments of the existing and future needs of the community, public consultation and ensure that the hub best meets the range of needs of those working and living in the area, complimenting the offer within the wider area.

Design of the outdoor sports provision will be guided by Sport England policy. Outdoor sports provision will also include a small amount of flexible sports provision located within the development.

The pitches will be suitable for a variety of different sports, to maximise the sustainable and positive use of all facilities and open space within Land North of Horsham.



INDICATIVE SPORTS HUB DIAGRAM



DRAINAGE AND SuDS STRATEGY

An indicative drainage strategy has been produced by Peter Brett Associates to assess and manage the approach to surface water. The drainage system will consist of a network of inter-linked attenuation basins, providing local control to ensure final discharges are at or below existing.

Each catchment area relates to the existing topography of the site and each has its own point of discharge and attenuation basin(s). The attenuation is designed to discharge the extra 30% climate change allowance at the current 100 year discharge rate and hence provides betterment over the existing.

SuDS features will be integrated within the development to provide additional benefits such as visual amenity and enhanced biodiversity. SuDS features are incorporated within the streetscapes and open space system, with a network of swales feeding into attenuation ponds. A key feature of the development will be the a ribbon of inter-linked SuDS ponds alongside the A264, which will be a formative and integral element of this open space and amenity area.

The SuDS will have a varied topography with permanently wet areas, broad draw-down zones and shallow gradients to provide niches for aquatic, emergent and marginal vegetation. Temporary storage areas will comprise sloped grassy banks which will become inundated during heavy rainfall, creating a transitional habitat supporting wet grassland species.

The approach to surface water drainage will take account of quantity, quality and amenity issues. The SuDS will:

- Manage storm water runoff to minimise the risk of flooding associated with development and best mimic greenfield conditions
- Protect or enhance water quality
- Be sympathetic to the environmental setting and the needs of the local community
- Provide a habitat for wildlife in urban watercourses
- Encourage natural groundwater recharge.



06

MASTERPLAN DESIGN Environmental Standards

SUSTAINABILITY

A detailed Sustainability Statement forms part of the application. It concludes that the site is located in a sustainable location close to existing facilities and infrastructure and will provide homes to meet local need. The statement sets out how the proposals accord with national, regional and local planning policies and guidance regarding sustainability.

SUSTAINABLE HOMES

The outline planning application will not fix the design of the dwellings, which will be detailed as part of the reserved matters applications. The emerging HDC policies require new homes to achieve a high level of sustainable design and construction. The Government's Housing Standards Review has introduced national technical standards for the construction of new houses, replacing the former Code for Sustainable Homes, and this will set the baseline for the approach to housing design.

COMMERCIAL AND NON RESIDENTIAL USES

Similarly, the design of the commercial units is not fixed but it is proposed that all commercial units will achieve a BREEAM certification.

PASSIVE DESIGN

Features for consideration include:

- Minimising energy demand through building airtightness and thermal efficiency
- Reductions in solar gain through building orientation and form
- Appropriate material choices, adequate light penetration and natural ventilation
- For commercial buildings minimising the demand for water heating, space heating and cooling and lighting through the incorporation of efficient equipment and sophisticated control systems linked to a building management system
- The modular design of building components to minimise waste during construction, conversion and demolition
- Design of spaces and building systems for future flexibility where possible.

LIGHTING

The lighting strategy for the development needs a considered and sensitive approach to include:

Minimising light pollution and light spill

- Installing lighting only where it is required and directed to where it is needed
- The quality of the environment outside daylight hours, including use of appropriate fittings and minimising the height of lighting columns as far as practicable
- The safety of routes, spaces and entrances
- The impact of the development on surrounding areas, wildlife and ecology including sensitive residential properties, habitats and protected species.

The approach would ideally provide low level lighting (where required):

- Along green corridors and lanes
- Along the west to east linear greenway
- Within and around play areas
- To key routes and connecting pedestrian routes where they cross the green corridors.

Flood lighting to some of the sports pitches will be required and will be designed in accordance with the principles detailed above.

The lighting strategy for each phase will be developed at the detailed design stage.

WATER

A water strategy for the proposed development needs a considered and sensitive approach to include:

- Integration of the SuDS strategy into the masterplan to inform the landscape, ecology and open space areas to ensure efficient use of space and maximise opportunities to increase the site's biodiversity
- No built development to be located within areas identified as being at a high risk of flooding
- The use of water-saving fixtures and fittings
- Use of alternative water supplies such as rainwater harvesting
- Water metering.

WASTE AND RECYCLING

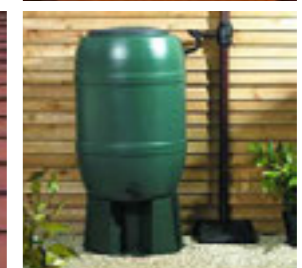
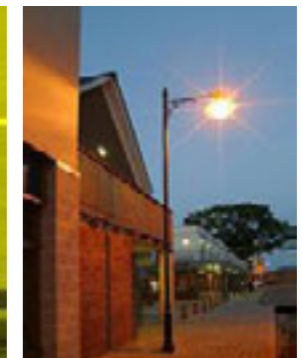
The waste management strategy for the proposed development is based on sustainable management of waste throughout the stages of site preparation, construction and occupation by the end users.

The strategy for the storage and collection of general waste and recycling will be based on the HDC recycling collection system. A number of other waste recycling facilities will also be included within the design of the scheme to meet the requirements for the various uses within the development.

Refuse storage for dwellings and apartments will be based on requirements current at the time of design and will be designed into the property to be inconspicuous.

Communal storage areas for apartments should be segregated, covered and ventilated in order to accommodate the minimum requirement per dwelling. Storage areas will be of sufficient size to enable segregation and storage. All refuse will be taken to kerbside collection points.

Storage or collection points for wheeled bins, will be convenient for easy collection within 30m of the dwelling and with easy access by vehicles within 25m of point for collection. Storage areas will be designed to accommodate HDC's preferred types of receptacles.



06

MASTERPLAN DESIGN Character Areas

INTRODUCTION TO THE CHARACTER AREAS

The site is divided into five distinct character areas.

These character areas are referred to as:

- West
- Central
- North
- East and
- Business Park.

The perimeter blocks shown on the urban design framework plans (on the following pages), indicate the arrangement of built form and its relationship to the public realm.

The built form will be designed to create architecture appropriate to the particular character area in which it sits, as well as meeting the storey heights and density requirements of the parameter plans.



06

MASTERPLAN DESIGN Character Areas



WEST

The West area forms the westernmost gateway into the development with immediate access from the A264. The area takes reference from the character of the villages surrounding the development. Streets are formed of short terraces and detached housing set behind trimmed hedging and short boundary walls.



CENTRAL

The Central area, at the heart of the development features a mixed use area with local shops and service outlets along with a new community centre. The Central area is characterised by urban terraced forms which are punctuated with leafy parks and routes through. The urban grain will graduate from higher densities to the southern area, adjacent to the A264, to lower density areas along Old Holbrook and the woodland edges.



NORTH

The North area is characterised by a steep change in level rising from the access point north of the sports hub and enclosed by dense woodland to the north and west. The overall character of this area will be Arcadian, drawing inspiration from the Edwardian ideals of built form in harmony with Nature. Villa housing forms will be established within the landscape setting fronting tree lined streets and pocket parks.



EAST

The East area is adjacent to the nature park and sports hub and is bounded by the linear greenway along Chennells Brook. This area will be lower in density than the remainder of the site and offers key links into the green corridor and the nature park. This area is characterised by the streams that run through it and existing woodland features which shape the development areas. Responding to its location, the proposed character will be agrarian in nature, allowing for a sensitive interface with the Nature Park and adjacent woodland edge.



BUSINESS PARK

The Business Park area forms the eastern gateway to the site, accessed from the A264. The Business Park is adjacent to the nature park and sports hub to the west. This area forms a focal point for public transport with a bus hub and a parkway station. The building forms will be contemporary in character with varied designs and scales to suit the proposed diversity of uses. These will be organised in a campus setting, with landscape forming a key part of the urban realm.

06

MASTERPLAN DESIGN Character Area: West

VILLAGE CHARACTER • POCKET PARKS • MEWS • SHORT TERRACES • FRAGMENTED BLOCKS • GATEWAY

The West area is bounded to the west by Langhurstwood Road, to the north by Graylands and existing woodland, to the east by Holbrook Park and other existing housing and to the south by the A264.

The existing landscape features of woodland copses and hedgerows, and the topography combine to create a distinct character in this part of the development.

Particular focal areas are the western green square, acting as the gateway into the site from the west, and the linear green park formed alongside an existing hedge that runs from the A264 northwards toward the proposed School. This evolves into a large open space that is focused around the existing hedgerow adjacent to the school.

The pattern of the existing hedgerows running in a northwards direction perpendicularly from the A264 and its site contours informs a series of routes through the development.

The proposed character of the West area is strongly influenced by the traditionally evolved villages in the surrounding area. The proposed street character is informal, fine grained and highly permeable.

The proposed building density is generally low and medium, characterised by a majority of two storey attached units, with a number of higher buildings fronting focal areas. Higher density development will form the southern edge of this area. The architectural style will be informal in nature taking direct cues from the precedent of the historic villages surrounding the application site.

Housing will display simple forms with a mix of steep and low pitched roofs finished predominantly in small element plain tiles and displaying gables fronting the street.

The materials used in this character area will be predominantly, but not exclusively, brick in colours ranging from warm reds through to sharper crimson reds. The predominance of brick will be primarily supplemented with tile hanging and render with tiled roofs.



CHARACTER AREA: WEST



06

MASTERPLAN DESIGN Character Area: West



URBAN FORM

- Built Form
- Primary Frontage
- Secondary Frontage
- Focal Frontage
- Existing Listed Buildings
- Existing Commercial Buildings
- Green Space Frontage

PUBLIC OPEN SPACE

- Informal Open Space
- Existing Woodland
- NEAP Areas
- Water
- Bunds
- Proposed Trees
- Allotments

STREETS

- Primary Road
- Secondary Road
- Tertiary Road
- Primary Square
- Secondary Square
- Focal Views
- Parking Areas
- LEAPs
- Footpaths
- Bridleway
- Fields

WEST AREA URBAN DESIGN FRAMEWORK PLAN

06

MASTERPLAN DESIGN Character Area: Central

**HUB • COMMUNITY • GREEN PARKS • SHOPS • SQUARE
• PERIMETER BLOCKS • APARTMENTS • MEETING PLACE**

This part of the site is the pivotal point of the development. It will be a lively area containing community facilities, shops and homes. It is crossed by both the linear green park which passes through the character area from east to west, and an existing water course and hedge feature which runs from north to south.

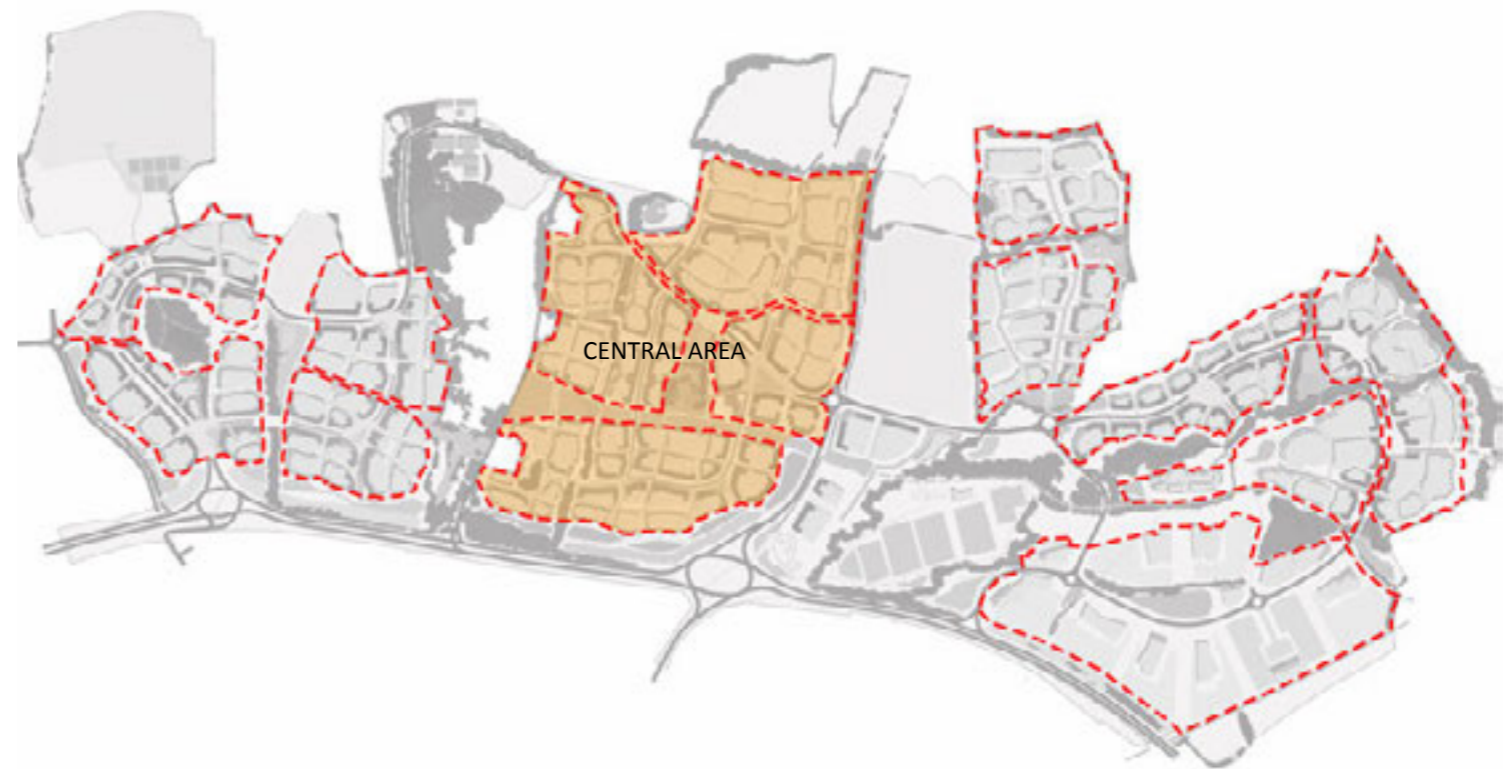
The Central character area is bounded to three sides by highways of differing hierarchies; to the south by the dual carriageway of the A264, to the west by Rusper Road which is the main link to Rusper Village and beyond, and to the east by Old Holbrook, which is a lower category country lane. The character area is bounded to the north by woodland and open fields; a landscape buffer is proposed to this visually sensitive edge.

The character area has a differing topography which is relatively level to the south adjacent to the A264 and rising steeply to the north.

The area is principally served from a new connection to Rusper Road, with a secondary vehicular connection that runs across the Old Holbrook linking to the West character area. A new linear greenway which is intended as a link between the nature Park to the east and the West character area. Several pedestrian links are proposed from the area that connect the development into the existing movement network creating a highly permeable proposal.

This area derives its overall character from historic Horsham, and with particular reference to the 'Causeway' which is a charming tree lined street that runs from the Market Square linking to St Mary's Church.

Private gardens will be smaller in this character area, and streets will be narrower. The area is more formal and urban in character with low walls, railings and hedges forming boundaries to dwellings.



CHARACTER AREA: CENTRAL



06

MASTERPLAN DESIGN Character Area: Central



CENTRAL AREA URBAN DESIGN FRAMEWORK PLAN

URBAN FORM

- Built Form
- Primary Frontage
- Secondary Frontage
- Focal Frontage
- Existing Listed Buildings
- Existing Commercial Buildings
- Green Space Frontage

PUBLIC OPEN SPACE

- Informal Open Space
- Existing Woodland
- NEAP Areas
- Water
- Bunds
- Proposed Trees
- Allotments

STREETS

- Primary Road
- Secondary Road
- Tertiary Road
- Primary Square
- Secondary Square
- Focal Views
- Parking Areas
- LEAPs
- Footpaths
- Bridleway
- Fields

06

MASTERPLAN DESIGN Character Area: North

VILLAS • RISING TOPOGRAPHY • TREE LINED STREETS
• WOODLAND EDGE • NATURAL • PEACEFUL • RURAL
SETTING • VIEWS

The existing topography and boundary conditions provide this character area its distinctive characteristics. The steeply rising landscape suggests a stepped form of development allowing changing views over Horsham to the south; whilst the woodland plantation to the north and east embrace the site, offering a natural and tranquil setting.

There is an adjoining historic castle monument that is concealed by nature amongst the trees in the adjoining castle copse to the east. It is this process of nature, along with the sites infused natural characteristics that have inspired the proposed architectural approach to this area. This approach looks back to the Edwardian ideals of spacious natural living and allowing the landscape into built areas.

This character area will be low density and arranged around a series of tree lined streets that are punctuated with pocket parks and perpendicular routes to allow direct connections with the surrounding natural landscape.

Housing will be predominantly two stories in height and display warm earthy materials with subservient hipped roof forms.



CHARACTER AREA: NORTH



06

MASTERPLAN DESIGN

Character Area: North



NORTH AREA URBAN DESIGN FRAMEWORK PLAN

URBAN FORM

- Built Form
- Primary Frontage
- Secondary Frontage
- Focal Frontage
- Existing Listed Buildings
- Existing Commercial Buildings
- Green Space Frontage

PUBLIC OPEN SPACE

- Informal Open Space
- Existing Woodland
- NEAP Areas
- Water
- Bunds
- Proposed Trees
- Allotments

STREETS

- Primary Road
- Secondary Road
- Tertiary Road
- Primary Square
- Secondary Square
- Focal Views
- Parking Areas
- LEAPs
- Footpaths
- Bridleway
- Fields

06

MASTERPLAN DESIGN Character Area: East

**AGRICULTURAL • INFORMAL • RUSTIC • WOODLAND
EDGE • CULTIVATED FORMS • RURAL SETTING • VIEWS**

Chennells Brook is the eastern most character area located between existing woodland plantation to the north and bridleway to the south. To the east the area abuts agricultural land and buildings, making contact with Wimland Road; a twisting and narrow country lane.

The close proximity of farmland to the east has informed the proposed architectural approach to this area which draws inspiration from the simple forms and disposition of local agricultural buildings. The materials in this character area will be predominantly, but not exclusively smooth red brick, weatherboarding in black, and soft coloured render, red / orange plain tiles to reflect its location at the rural edge.

The area is characterised by its interaction with existing landscape features particularly the water bodies and extent of existing woodland that passes through it. The topography is low lying and fragmented by existing hedges and tree belts.



CHARACTER AREA: EAST



06

MASTERPLAN DESIGN Character Area: East



EAST AREA URBAN DESIGN FRAMEWORK PLAN

URBAN FORM

- Built Form
- Primary Frontage
- Secondary Frontage
- Focal Frontage
- Existing Listed Buildings
- Existing Commercial Buildings
- Green Space Frontage

PUBLIC OPEN SPACE

- Informal Open Space
- Existing Woodland
- NEAP Areas
- Water
- Bunds
- Proposed Trees
- Allotments

STREETS

- Primary Road
- Secondary Road
- Tertiary Road
- Primary Square
- Secondary Square
- Focal Views
- Parking Areas
- LEAPs
- Footpaths
- Bridleway
- Fields

06

MASTERPLAN DESIGN Character Area: Business Park

**MODERN ACCOMMODATION • LANDSCAPED SETTING
• FLEXIBLE SPACE • EASY ACCESS • ON-SITE PARKING •
PARKWAY STATION • WALKING DISTANCE TO SHOPS •**

This part of the site forms the eastern gateway into the development and forms a pivotal point for public transport links.

To the south the site sits low, below the level of the adjacent A264 which rises to the east to where it crosses the Horsham to Crawley railway line. To the north the boundary to this area is formed by an important pedestrian/cycle route between Wimland Road and Rusper Road, and in part by a triangle of historic woodland; to the east the boundary is in part formed by the railway line and part by Wimland Road; to the west the site is bounded by Chennells Brook and tree belt that follows the water course.

The site is accessed primarily from a junction with the A264 which then falls gradually into the site before becoming a roundabout which allows access through woodland to the north and the school site; or continuing east along the line of an existing hedge and looping northwards over Chennells Brook into the adjoining housing area.

The area is predominantly characterised by the tree lined access road with large modern buildings set within a high quality landscape campus setting.

The materials in this character area will be predominantly contemporary in nature with stronger, bolder colours than in the other character areas.



CHARACTER AREA: BUSINESS PARK



06

MASTERPLAN DESIGN

Character Area: Business Park



BUSINESS PARK AREA URBAN DESIGN FRAMEWORK PLAN

URBAN FORM

- Built Form
- Primary Frontage
- Secondary Frontage
- Focal Frontage
- Existing Listed Buildings
- Existing Commercial Buildings
- Green Space Frontage

PUBLIC OPEN SPACE

- Informal Open Space
- Existing Woodland
- NEAP Areas
- Water
- Bunds
- Proposed Trees
- Allotments

STREETS

- Primary Road
- Secondary Road
- Tertiary Road
- Primary Square
- Secondary Square
- Focal Views
- Parking Areas
- LEAPs
- Footpaths
- Bridleway
- Fields

07 ACCESS + MOVEMENT



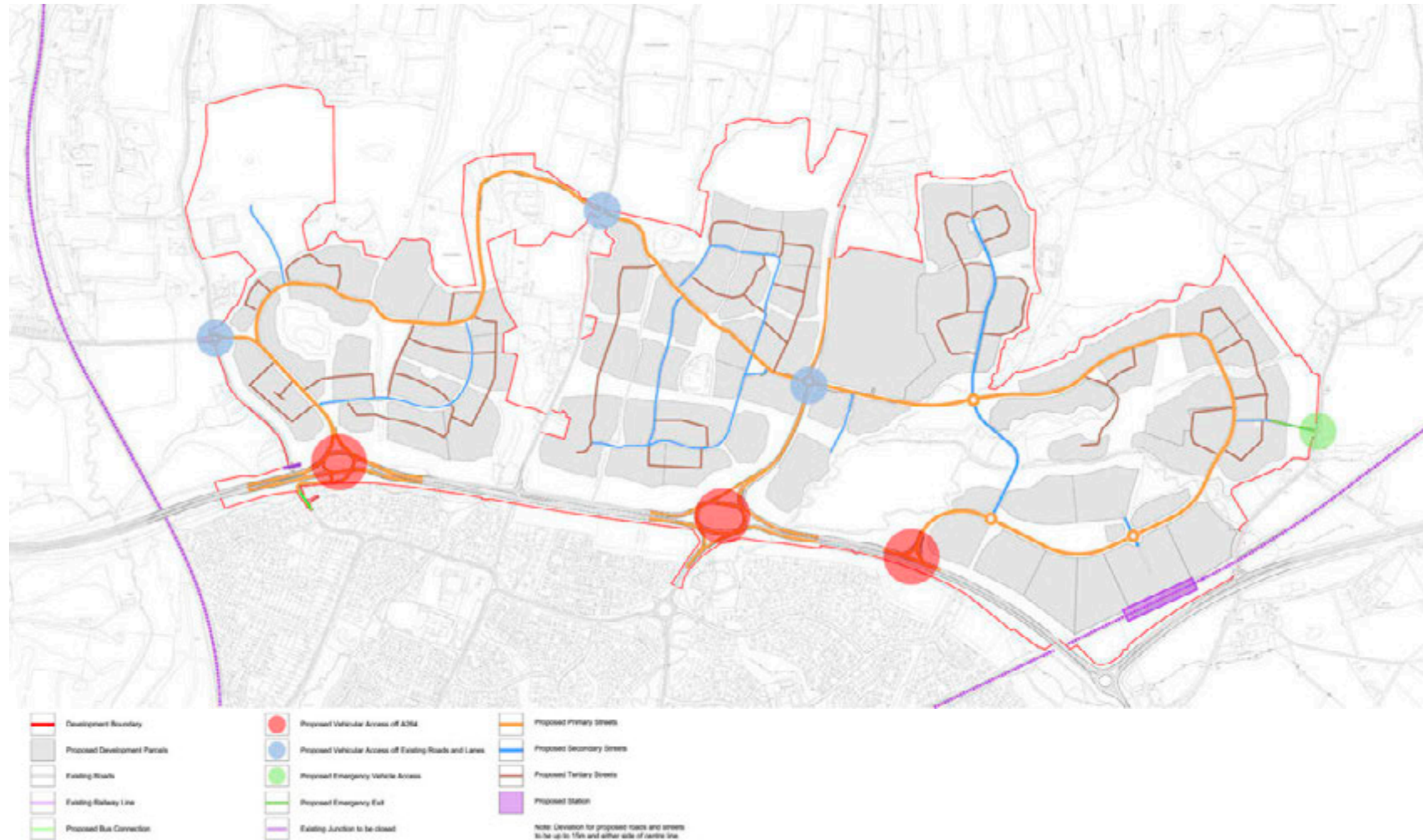


07

ACCESS + MOVEMENT Movement Principles

VEHICULAR MOVEMENT STRATEGY

This strategy plan sets out the key points of access and outlines internal movement routes and hierarchy.



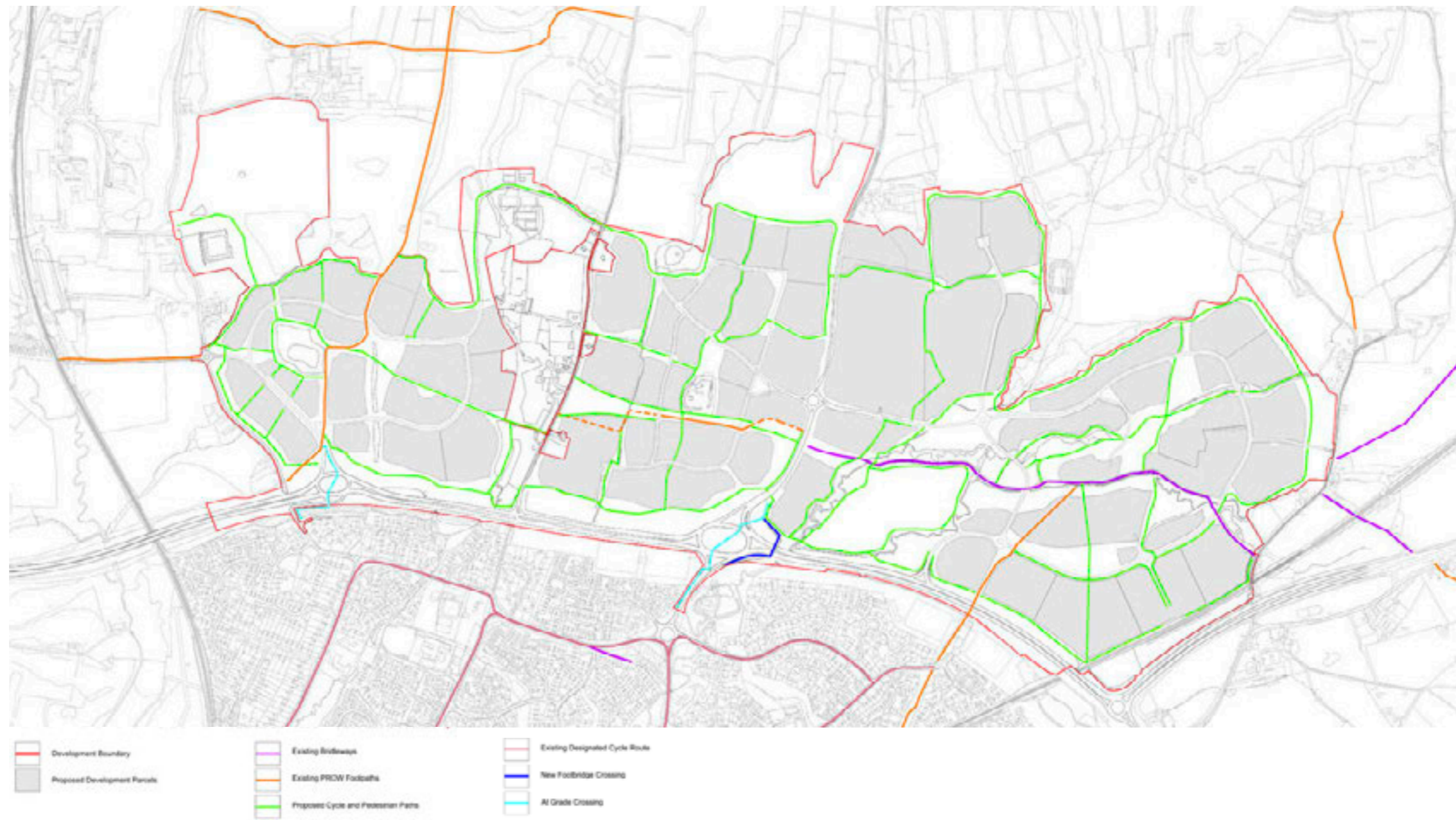
07

ACCESS + MOVEMENT

Movement Principles

PEDESTRIAN & CYCLE MOVEMENT STRATEGY

This strategy plan outlines the pedestrian and cycle movement network across the development and indicates the inter-relationship with the surrounding footpath and cycle network.



07

ACCESS + MOVEMENT Site Access

ACCESS TO THE SITE

It is proposed that the site will be accessed via a number of vehicular accesses. These are shown in the plan opposite and include the following:

1. Improvements to the Rusper Road roundabout;
2. Re-alignment of Langhurstwood Road to the east with a new roundabout junction on the A264;
3. A new secondary junction into the development east of Rusper Road;
4. A new roundabout junction on Rusper Road;
5. A new roundabout junction on Langhurstwood Road;
6. A new crossroads junction on Old Holbrook;
7. A new emergency access on Wimland Road.

The development identifies principal access points on the A264, at the existing junction with Rusper Road, a new junction at Langhurstwood Road and a new junction between the Rusper Road and the Moorhead Roundabout.

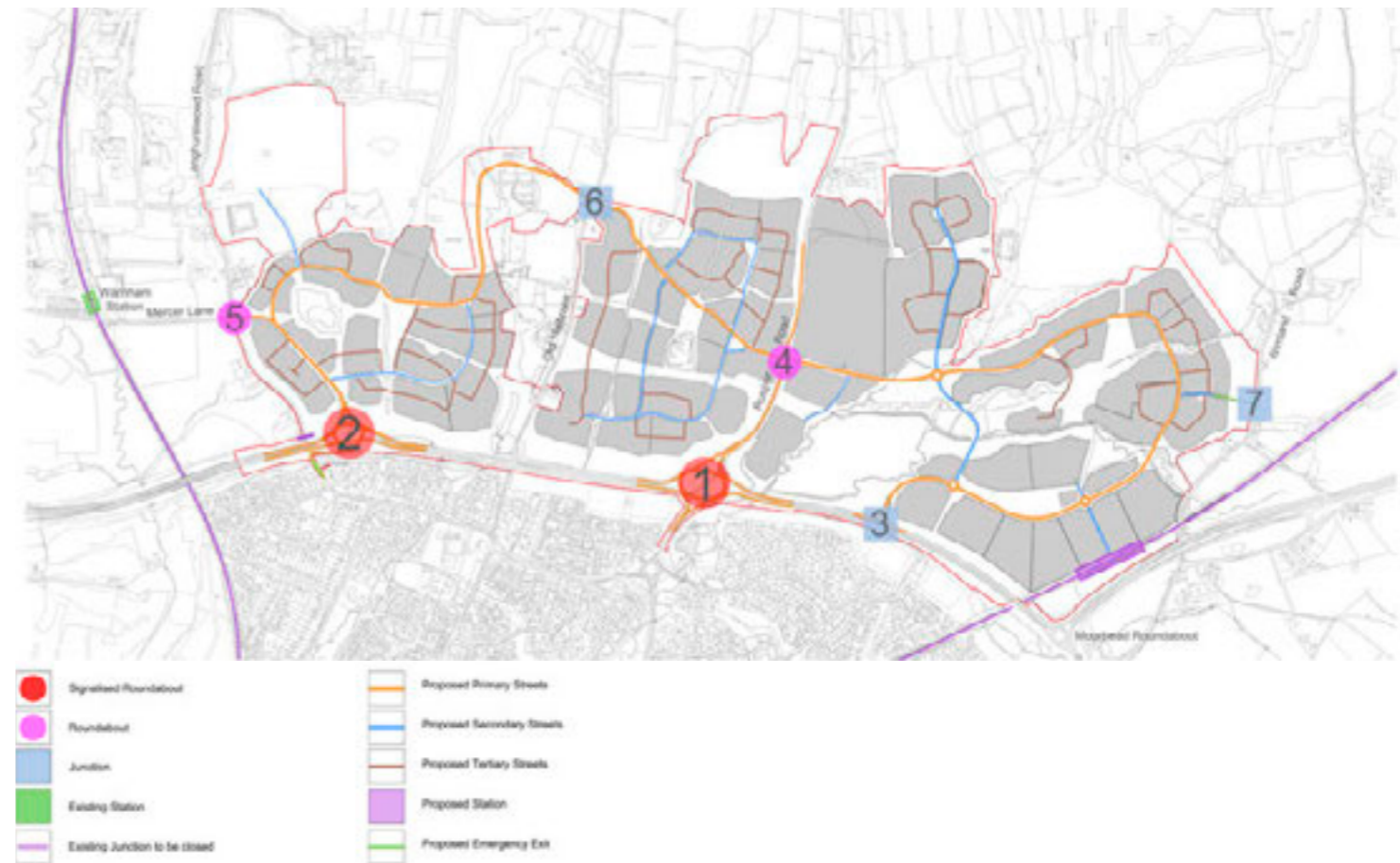
Secondary accesses will connect to the site at Rusper Road, forming a new gateway into the development, and to Langhurstwood Road, forming a new connection following the closure of the junction at the A264.

These will also provide sustainable links to the new development for bus / cycle travel and form the main connectivity links with Horsham and the surrounding area.

STREET HIERARCHY

The proposed development will benefit from a street hierarchy which enables vehicular movement within the site whilst providing a pleasant and safe environment for pedestrian and cyclists.

A network of Primary and Secondary Routes will provide vehicular access throughout the site and facilitate the movement of buses whilst the Tertiary and Local Access roads will ensure vehicular access to the residential units. It is envisaged that the distinction between the hierarchic levels is made through road width, street design, landscaping and speed limits.



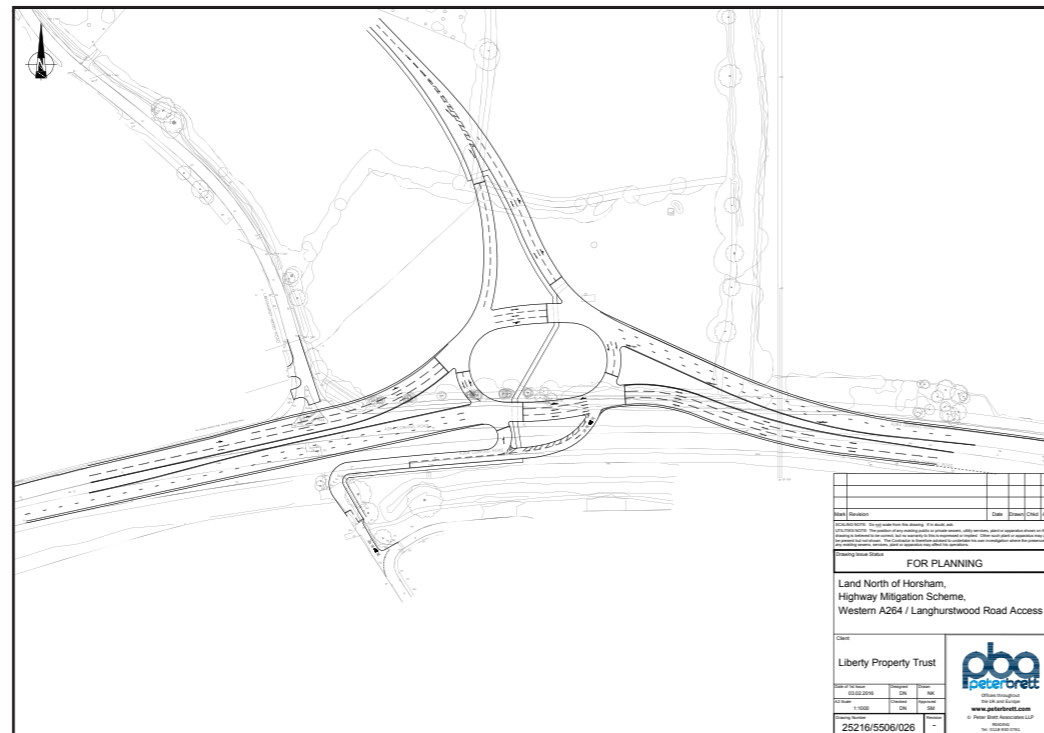
07

ACCESS + MOVEMENT Site Access

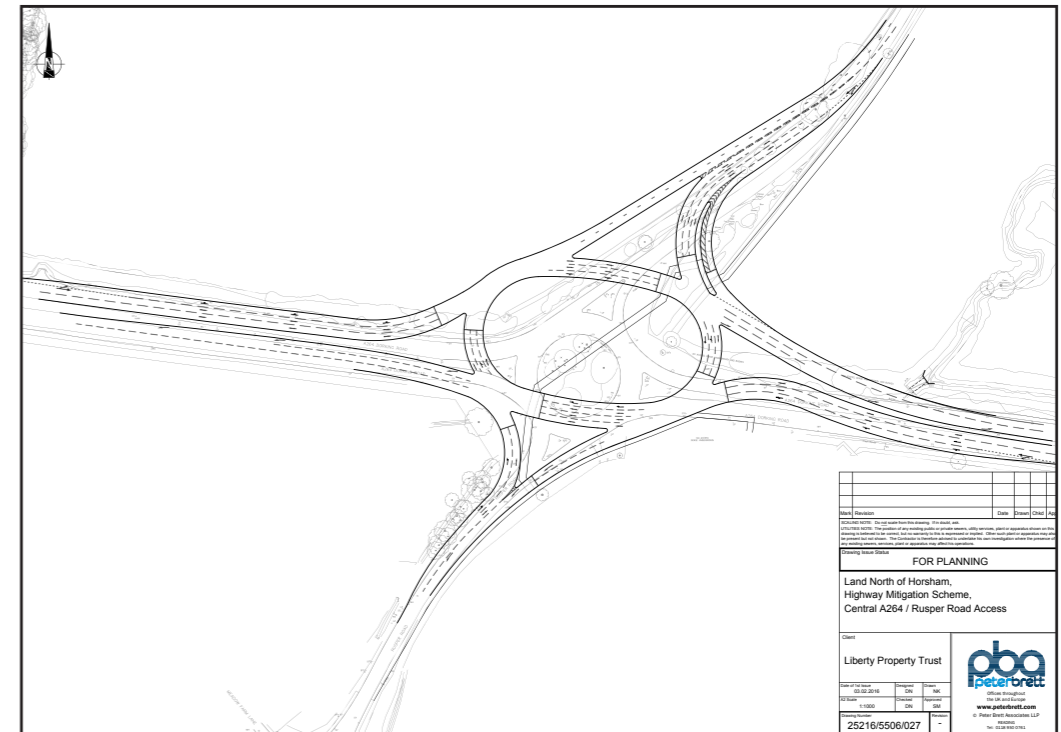
PRIMARY VEHICULAR ACCESS

Primary vehicular access to the development is proposed from the A264, via three junctions, as shown on the drawings submitted as part of the application. These comprise:

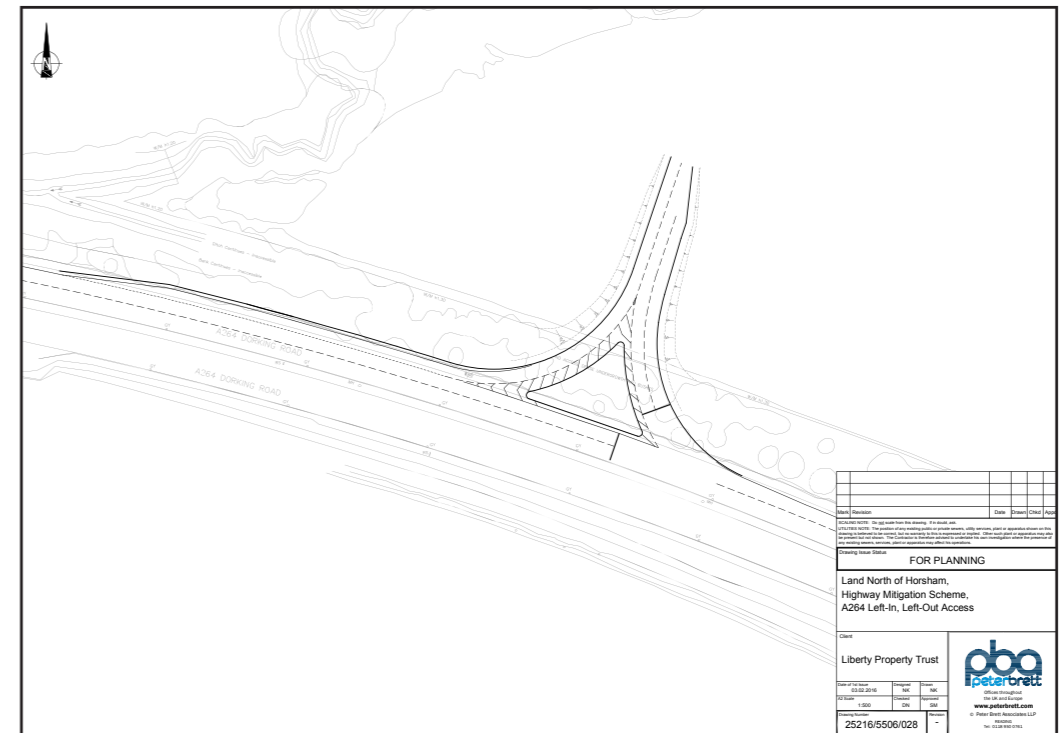
- Central: The existing A264 / Rusper Road roundabout will be upgraded to a signalised roundabout (Plan 1)
- Western: The existing Langhurstwood Road will be closed at the southern end at the A264 and the route will be diverted through the development provided via a new signalised roundabout on the A264 (Plan 2)
- Eastern: A new left-in, left-out junction will be delivered on the A264, between Rusper Road and Moorhead Roundabout (Plan 3).



PLAN 2



PLAN 1

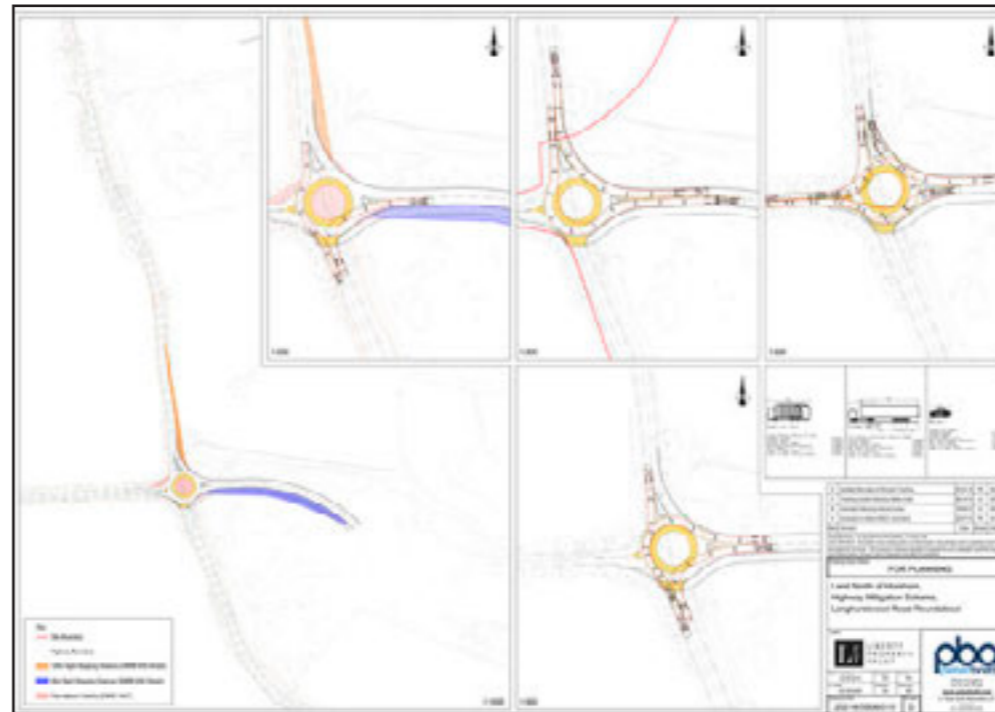


PLAN 3

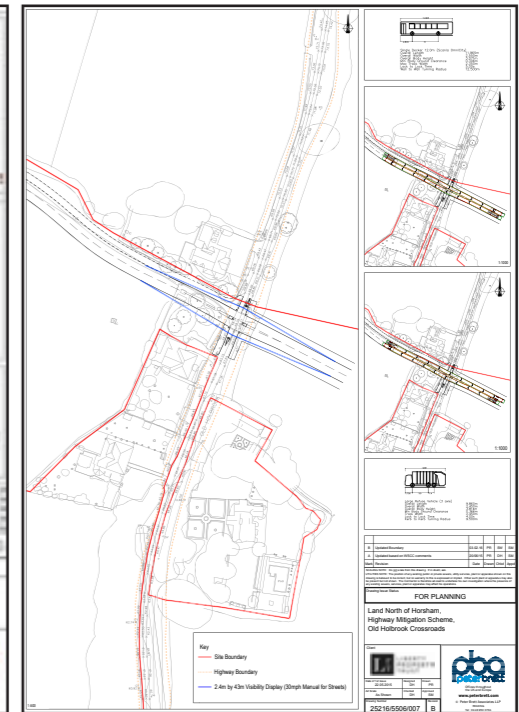
SECONDARY ACCESS

Secondary vehicular access is proposed to be provided from Langhurstwood Road by upgrading the Langhurstwood Road / Mercer Road junction to a roundabout (Plan 1). The route between this junction and the proposed western A264 / Langhurstwood Road access will form the diverted section of Langhurstwood Road. These comprise:

- Access from Rusper Road will be provided via a new roundabout within the site (Plan 4);
- North of the proposed roundabout on Rusper Road, traffic calming measures such as horizontal build-outs are proposed to deter rat-running traffic;
- A new crossroads junction will be provided on Old Holbrook (Plan 5). The crossroads will be designed to allow straight-ahead vehicular movements only, in order to discourage traffic from the development using Old Holbrook;
- The proposed crossroads on Old Holbrook and proposed roundabout on Rusper Road will facilitate east-west movements through the site via a new road. This passes through Ancient Woodland to the east of Old Holbrook, and therefore localised narrowing is proposed in this location to reduce impact on the woodland and speeds (Plan 6) ;
- Emergency access will be provided via Wimland Road (Plan 7). This provides opportunity for the level crossing on Wimland Road to be closed in the future as part of the station scheme, with traffic routing through the development instead.



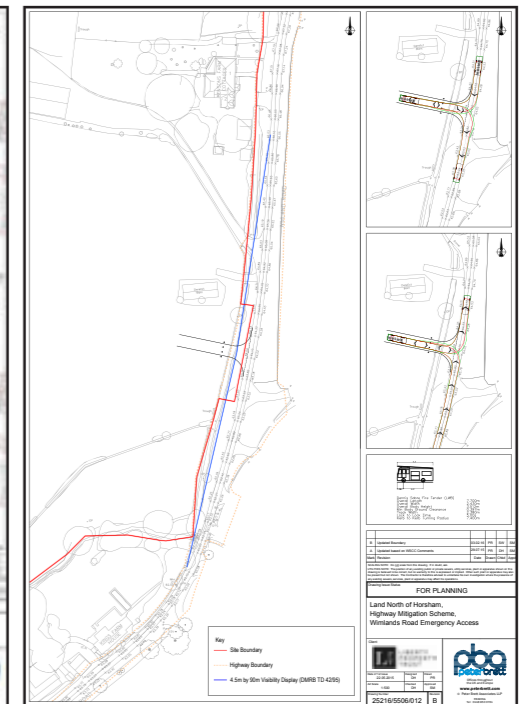
PLAN 4



PLAN 6



PLAN 5



PLAN 7

07

ACCESS + MOVEMENT Site Access

PEDESTRIAN ACCESS: A264

As part of their Transport Assessment, Peter Brett Associates have analysed the prevailing pedestrian crossing points over the A264. The delivery of a mix of at-grade and grade-separated crossing points will offer route-type choice to pedestrians and cyclists, and provide access to the business park, railway station, secondary school and food store as well as the residential areas of the site and other ancillary facilities.

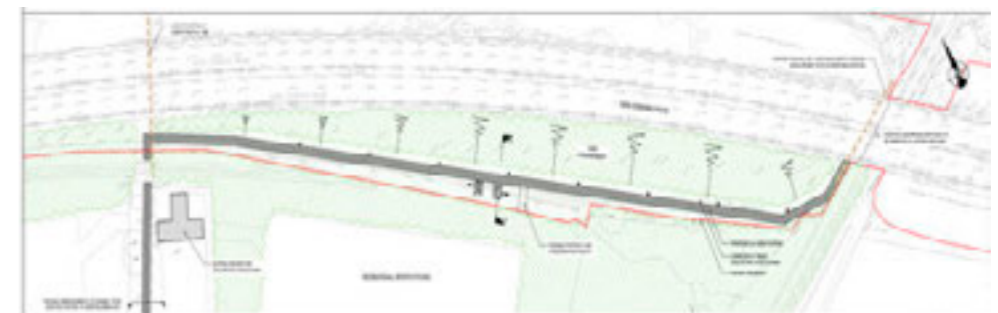
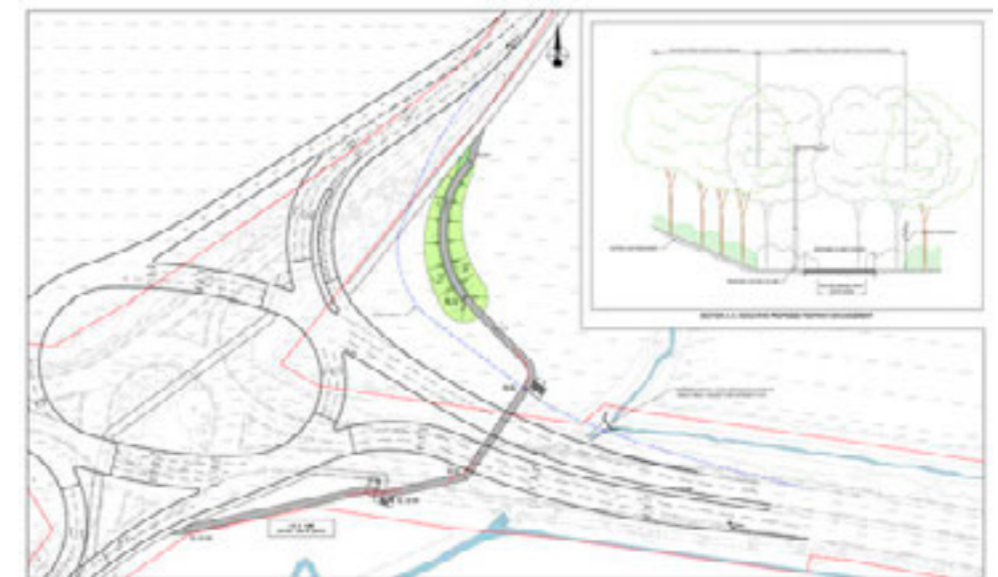
In order to cater for the higher pedestrian/cycle crossing demand at the centre and east of the site, a number of proposals have been considered. These include:

- Making a connection between the existing PRoW 1586 along a footpath south of the A264 to the existing PRoW underpass (3565) under the A264, adjacent to the railway line, providing the desired “missing link”. Improvements could include cutting back vegetation, resurfacing and lighting. This will provide access to the business park, eastern residential area and potential parkway rail station;
- The existing PRoW underpass (3565) will be improved to allow cyclists to use this route as a further alternative, particularly to connect to the Horsham to Crawley cycle route and proposed parkway rail station;
- Provision of a foot/cycle bridge adjacent to the Rusper Road roundabout connecting the centre of the site to Horsham;
- At-grade crossings over the new roundabouts.

The preferred approach provides a grade-separated crossing of the A264 connecting Horsham directly to the centre of the site, and would cater for people wishing to use the food store, secondary school, sports pitches or community uses. This option diverts pedestrians away from the informal crossing of the A264, and provides a higher quality route to the existing PRoW 3565 at the underpass when travelling to the east of the site.



INDICATIVE CROSSING POINTS



INDICATIVE CROSSING POINTS

07

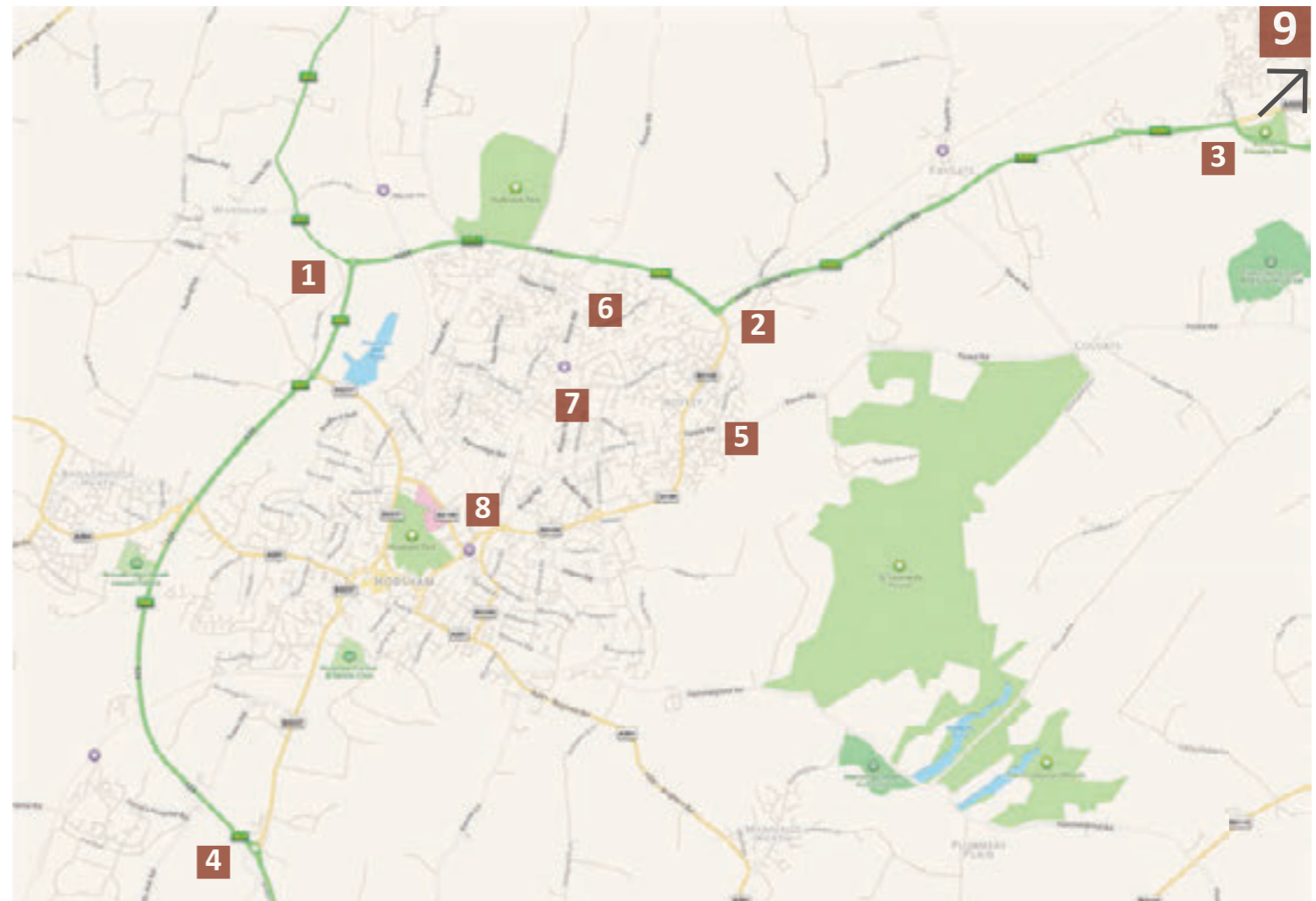
ACCESS + MOVEMENT Site Access

HIGHWAY IMPROVEMENTS

In addition to the existing and proposed site accesses, a number of highway improvements to the existing road network are proposed, in conjunction with the new development, to improve the capacity of existing road junctions. These will be undertaken either directly as part of the development scope, or in collaboration with other WSCC Highway schemes.

These improvements include:

1. Great Daux Roundabout – additional circulatory lane added to the proposed scheme partially funded by the West of Horsham development;
2. Moorhead Roundabout – signalisation, additional circulatory lanes and additional lanes on approaches;
3. Bewbush Manor Roundabout – additional lanes on approaches and additional circulatory lanes to added the proposed scheme partially funded by the Kilnwood Vale development;
4. Hop Oast Roundabout – additional lanes on approaches added to the committed scheme;
5. Roffey Corner Signalised Crossroads – signal staging amendments;
6. Rusper Road / Lemmington Way Roundabout – flare length increases and pedestrian refuge islands;
7. Rusper Road / Crawley Road Roundabout – flare length increases;
8. Kings Road / Harwood Road Junction – signal timing adjustments;
9. M23 Junction 11 – alteration of left filter lane from A23 northbound off-slip to signalised lane and flare length increase on A264 approach.



07

ACCESS + MOVEMENT Internal Access

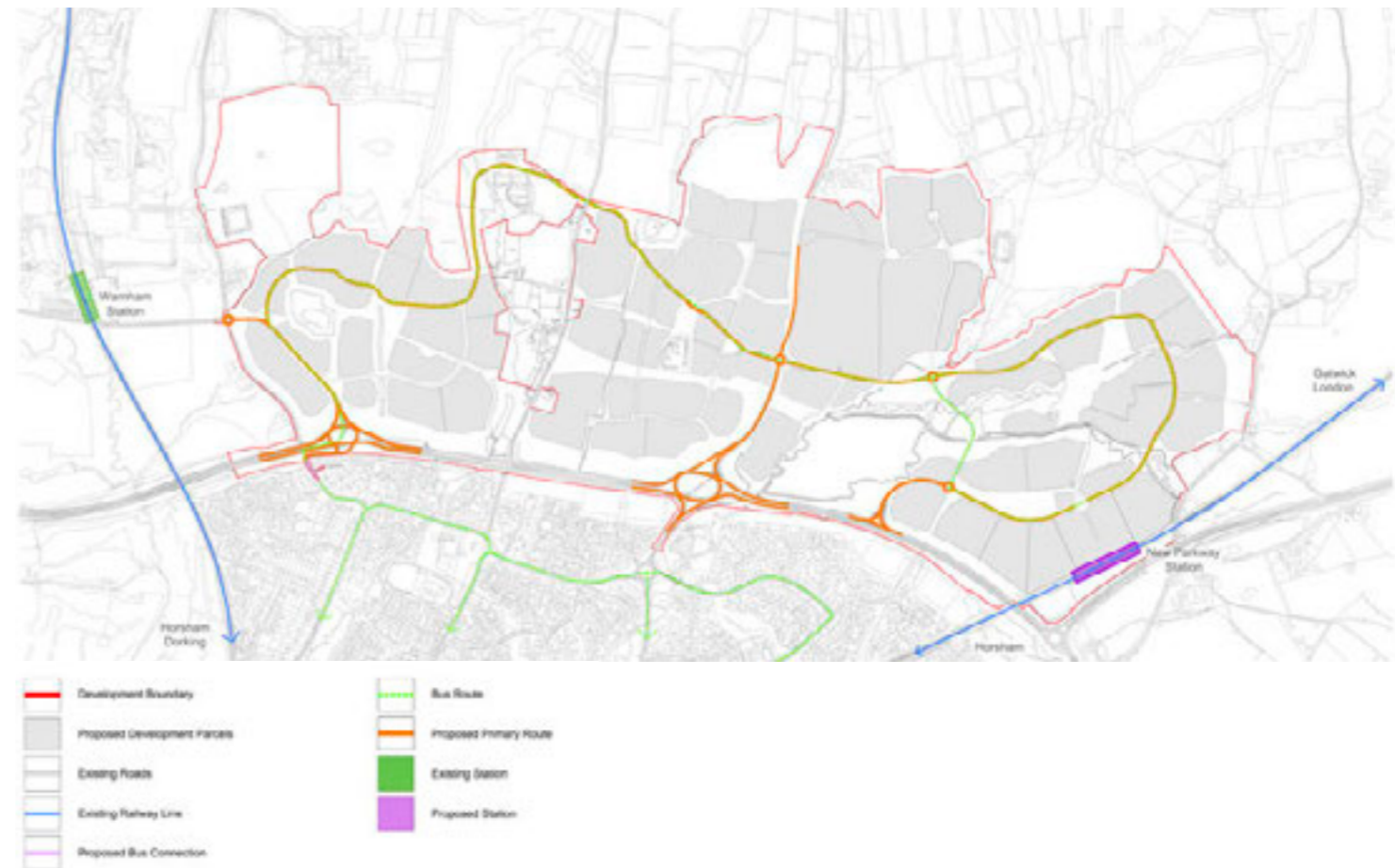
PUBLIC TRANSPORT STRATEGY

A high quality bus route is proposed to operate between Horsham, Land North of Horsham and the New Parkway Station, operating a one way loop around the new development area. The proposed bus route would be within 400 metres from the majority of residents. The service is planned to operate up to every 15 minutes.

A new parkway rail station is proposed at the site, including a 600 space car park. The station would be located on the Horsham to London Victoria railway line, between the existing Littlehaven and Faygate railway stations, and would provide services to destinations including Horsham, Crawley, Gatwick and London. The station would be accessed directly from the A264, providing easy and immediate access to the associated parking facilities, avoiding the use of residential streets.



PROPOSED EXPANSION OF BUS ROUTES



07

ACCESS + MOVEMENT Internal Access

WALKING & CYCLING STRATEGY

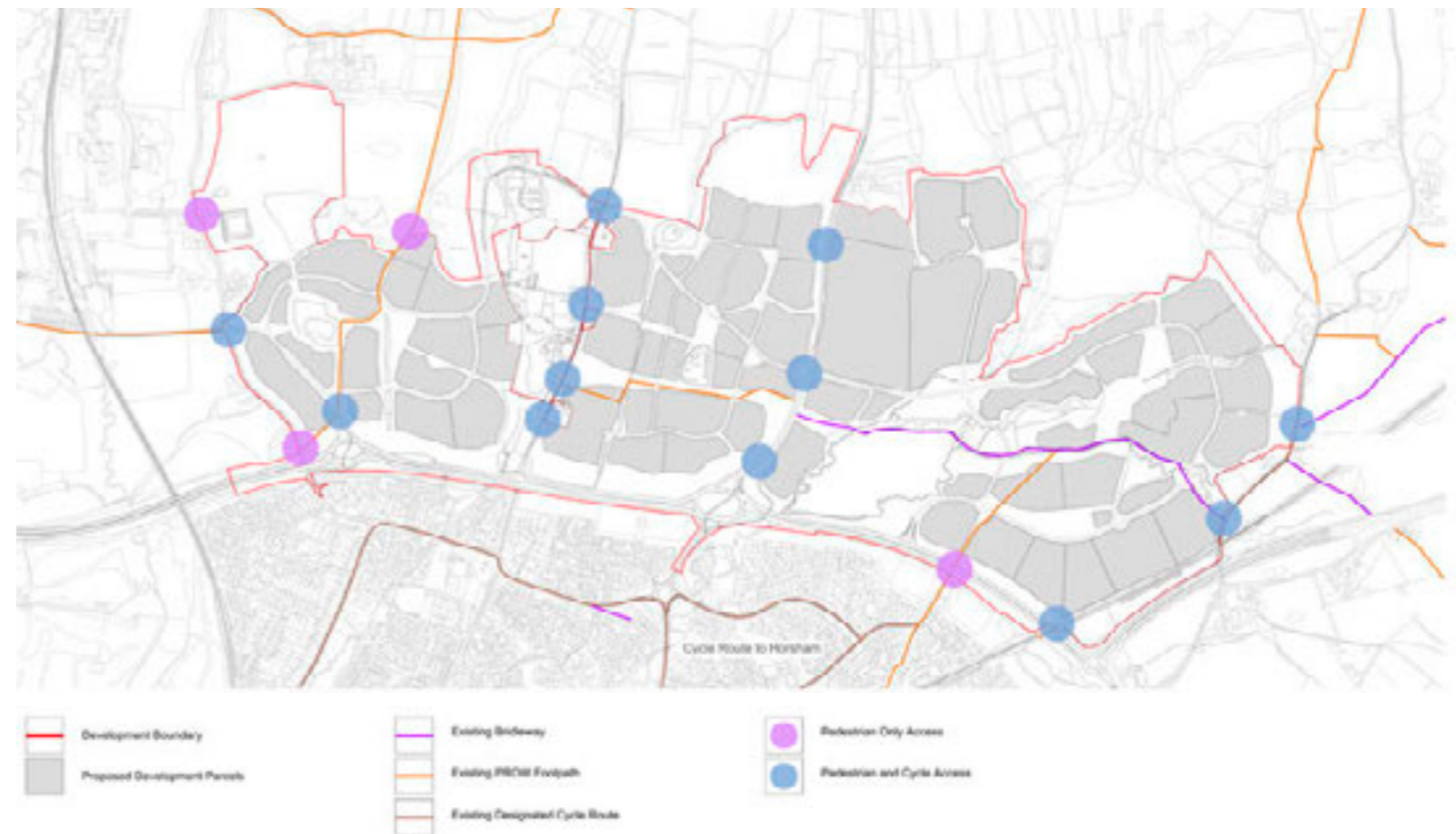
Horsham already has an excellent pedestrian and cycle network and the access and movement strategy for Land North of Horsham seeks to integrate with and complement this. A network of Public Rights of Way (PRoW) are routed within and around the development site. Established local walking and cycle routes, including the Horsham Riverside Walk and the Horsham to Crawley Cycle Route add to this network. The new proposals offer the opportunity to upgrade and enhance these facilities, integrating them into the new movement network.

Safety and ease of access will be paramount in the design of pedestrian and cycle facilities at Land North of Horsham. In addition to the main junctions, further access points will be provided for pedestrians and cycles only.

Three points of access are proposed off Old Holbrook, providing lateral connectivity across the development area whilst maintaining Old Holbrook as a rural lane and limiting vehicular connections. A new footbridge is proposed at the Rusper Road junction. The existing connection points for the PRoW's will be integrated into the new network.

The Pedestrian and Cycle Movement Strategy Plan shows the proposed internal movement routes interlinking the development areas. The adjacent plan shows the key points of access which form part of the walking and cycle strategy.

The internal pedestrian and cycle network will demonstrate a high level of permeability, making a trip from one part of Land North of Horsham to another via a sustainable mode quick, easy and pleasurable. Land North of Horsham's Local Centre will form the hub of the pedestrian and cycle network, with routes branching from it, serving the adjacent neighbourhood areas and facilitating access to the rest of the development and to Horsham.



07

ACCESS + MOVEMENT

Internal Access

ACCESS FOR DISABLED PEOPLE (DISABILITY DISCRIMINATION ACT)

Inclusivity will be considered in all aspects of the public realm design, enabling people with disabilities to use the streets and spaces easily. Throughout the development, pedestrian paths will have drop kerbs with tactile paving at appropriate crossing points. Many of the streets within the development will be designated as home-zones with pedestrian priority and level surfacing aiding access. Detailed design of the public realm will take the following into account:

- DDA regulations regarding level access, ramp gradients, dropped kerbs etc.
- Current best practice guidance on shared surfaces from ‘guide dogs for the blind’ regarding detailing features to aid navigation of the spaces for blind and partially sighted people
- Designing a clutter free street-scape, with a clear zone within the footway
- Parking to be accessible to the house
- Building entrances level with the outside.

The design development process will assess the impact for disadvantaged individuals and groups as the scheme progresses.

EQUALITIES IMPACT

The evolutionary process of this comprehensive mixed use development has at every stage considered how everyone will be able to use the development. This development will improve the quality of design and access to all equality groups.

The design this scheme will benefit all of these equalities groups, and there will be no negative impacts. In particular, young people, older people, parents with pushchairs, and disabled people are likely to benefit by the improved access and higher quality designed buildings.

ACCESS TO BUILDINGS

The development will be designed and built in full accordance with the building regulations which set out the technical standards for the quality/ performance of the buildings. Part M of the building regulations concerns access and ensures that the design of the buildings does not preclude access for the disabled. In order to comply with Part M all houses will incorporate measures such as ramped/level access with suitable handrails and guarding, where appropriate, compliant stair design, lighting and texture of materials.

LIFETIME HOMES

The Lifetime Homes Standard was established in the mid-1990s to incorporate a set of principles that should be implicit in good housing design. Good design, in this context, is considered to be design that maximizes utility, independence and quality of life, while not compromising other design issues such as aesthetics or cost effectiveness.

The Lifetime Homes Standard seeks to enable ‘general needs’ housing to provide, either from the outset or through simple and cost-effective adaptation, design solutions that meet the existing and changing needs of diverse households. This offers the occupants more choice over where they live and which visitors they can accommodate for any given time scale, and as such, is an expression of ‘Inclusive Design’.

Housing that is designed to the Lifetime Homes Standard will be convenient for most occupants, including some (but not all) wheelchair users and disabled visitors, without the necessity for substantial alterations.

A Lifetime Home will meet the requirements of a wide range of households, including families with push chairs as well as some wheelchair users. The additional functionality and accessibility it provides is also helpful to everyone in ordinary daily life, for example when carrying large and bulky items. Lifetime Homes are not, however, a substitute for purpose-designed wheelchair standard housing. Many wheelchair users will require purpose-designed wheelchair housing. The development will therefore ensure that good provision is made to meet this need.

SERVICE VEHICLE ACCESS

Waste collection is an essential service and must therefore be carefully considered when planning streets and public spaces. Generally, the provision of well-connected streets and the avoidance of cul-de-sacs will enable routes for waste collection vehicles to be adequately accommodated. However, it should be recognised that in some circumstances it may be inappropriate in overall design terms to modify a layout simply to accommodate occasional very large refuse vehicles and consideration of other means of waste collection may need to be reviewed with the local waste authority as part of the detailed design process.

Bin stores for refuse and recycling will be incorporated into the front plot of buildings, which is convenient both for occupants of homes, and for refuse collectors, as well as reducing clutter on-street. This can also include space for other storage, such as bike parking, push chairs etc. Detailed consideration of these issues will be included in the Reserved Matters Applications.

EMERGENCY VEHICLE ACCESS

The requirements for emergency vehicles are usually dictated by fire service requirements, due to the fire service having the largest vehicles. The detailed design of streets and spaces will need to comply with the requirements of building regulation b5 (2000), including the provision of:

- Minimum carriageway widths of 3.7m
- Vehicle access for a pump appliances within 45m of each dwelling
- Vehicle access routes – not necessarily a road
- Provision such that fire trucks do not need to reverse more than 20m. The proposed street layout for the development is primarily based on circular or looped routes and therefore avoids the problems typically associated with cul-de-sacs.

STREET HIERARCHY

Successful places to live and work feature a legible hierarchy of routes and spaces. The aim of the masterplan is therefore to create a clear sense of hierarchy. The nature and character of the routes within the development relate to their function, location, size, physical character and the nature of the development which contain them.

This character of the streets and the related urban form progressively changes from the local distributor roads, intended for main vehicular circulation, through secondary and tertiary streets, down to the narrower lanes and mews. The illustrative masterplan aims to demonstrate that the road hierarchy, and its pivotal position within the design process, have been carefully considered.

The indicative street typology designs for the development are sufficiently flexible to allow implementation of a highway masterplan that accords with the overall site design aspirations. The hierarchy tiers are shown on the indicative road hierarchy plan opposite.

The street typologies at the Land North of Horsham will consist of:

- Primary Streets: Avenues, Boulevards and Main Streets
- Secondary Streets: Local Streets and Access Streets
- Tertiary Streets: Lanes, Mews, home-zones.

The Indicative Street Sections on the following pages illustrate the proposed hierarchy and denote the guiding parameters for road widths and organisation of the highway elements, considering on-street parking, street trees and footpaths. These will be developed through the reserved matters applications.

The location of the key Primary Streets will form part of the strategic advanced infrastructure works, which will facilitate the phased development and progression of reserved matters applications. The location of the access streets and lanes will be subject to a degree of variation at the more detailed design stage, however the general hierarchy should be observed.

STREET DESIGN

The internal road hierarchy and design of streets for Land North of Horsham has evolved through the masterplanning process and focuses on a permeable network of streets based around the provision of an interesting street-scape and low vehicle speeds.

Highway safety is an important factor in the design-led approach to the Framework Plan. The proposed streets within the site will be punctuated with pedestrian / cyclist priority places at regular intervals which naturally calm traffic and enhance road safety.

Building form, shared-surface materials, street-furniture and structured planting will be used to reinforce the status of these places and accentuate the priority of pedestrians and cyclists.

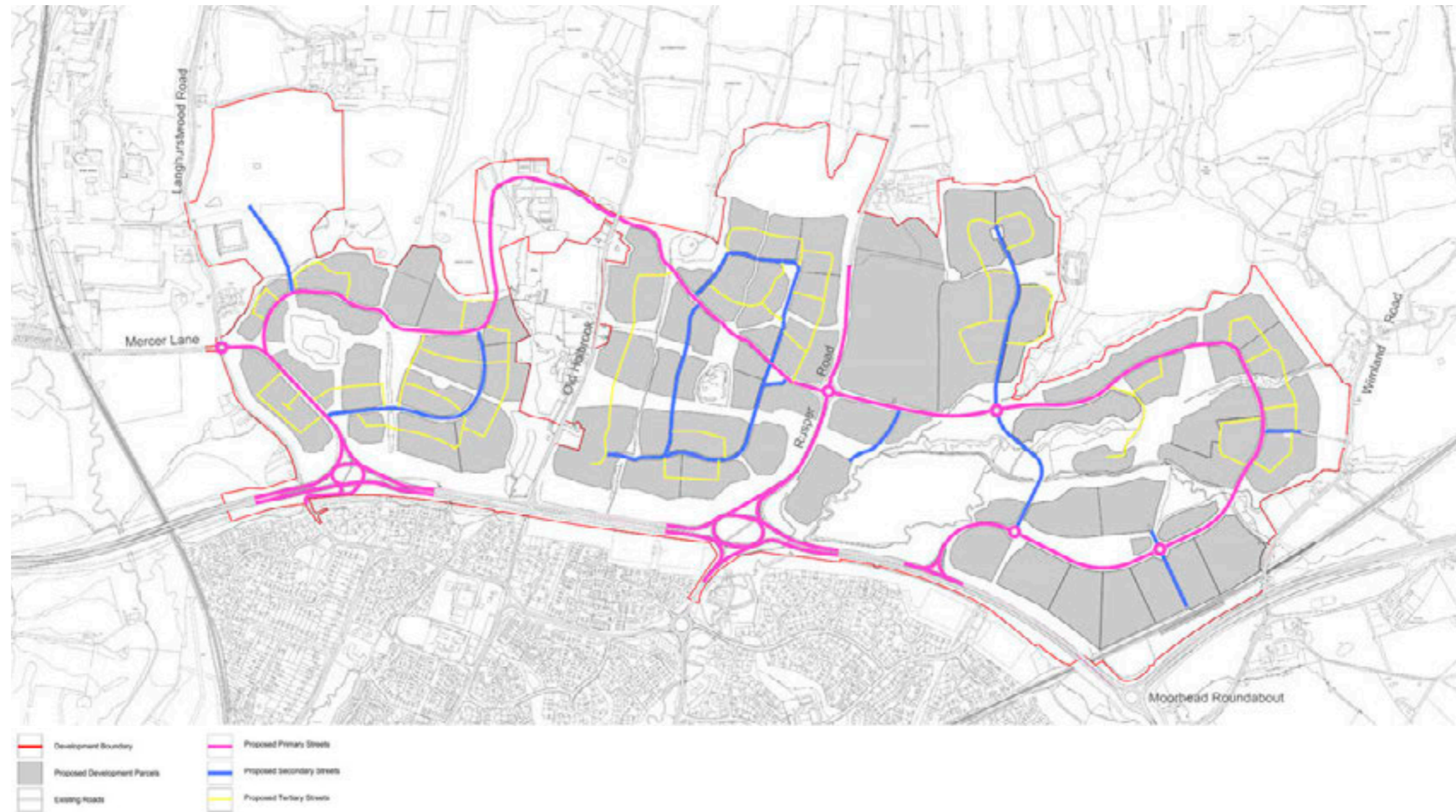
The provision of safe crossing points for pedestrians and cyclists along with public realm enhancements will be provided in accordance with the principles set out in Manual for Streets (MfS) Parts 1 and 2, (DfT 2007 & 2010).

These guidelines relate to the prioritisation of non-motorised users over vehicular movement. The mobility impaired will be assisted by the provision of dropped kerbs and tactile paving at crossing points.

07

ACCESS + MOVEMENT

Movement Hierarchy



07

ACCESS + MOVEMENT Movement Hierarchy

PRIMARY STREETS: MAIN STREETS, BOULEVARDS AND AVENUES

Role: Primary Streets adopt the role of accommodating strategic trips in addition to more local movement, focusing activity on those streets that link the neighbourhood centres.

Type of Journey: Primary Streets should be thought of as true mixed priority routes, performing a number of roles that include accommodating cross-site traffic and local trips as well as pedestrians and cyclists.

Character: Primary Streets should be the focus of public life in each neighbourhood. They should be rich, engaging and vibrant places where all users are made aware, through the local context, of how to behave and what to expect.

Frontage: Primary Streets should be lined with building frontage of a sufficient scale and continuity to reflect appropriately to the strategic context and provide an appropriate level of enclosure.

Public Transport: Bus stops and the alignment of the routes that serve them should be focused on the network of Primary Streets, providing neighbourhoods with access to the public transport network by serving key nodes and junctions, local centres and other community infrastructure.

Parking: On-street parking, where appropriate, should be allowed in designated bays.

Tree Planting: The opportunity to integrate trees within Primary Streets should be taken wherever reasonable and appropriate. Trees and shrubs should not be planted over the route of sewers and tree planting should not impede access required for the maintenance of sewers.

Other Design Requirements: Cycling routes and parking should be incorporated into the street design, with the form of cycle facilities responding to local context. Generally on-carriageway formal cycle lanes are encouraged. Facilities to aid pedestrian crossing should be designed-in. This may include formal signalised crossings or central medians that aid informal crossing movements.



Primary Street: Main Street

- Carriageway given scale and presence through a line of large trees and shrub and groundcover planting.
- 6.5m carriageway with flush kerbs
- 2m planted verge
- Drainage channel for SuDS
- 3m two way cycle route
- 2m foot path
- Variable set back for residential properties- typically in excess of 3m



Primary Street: Boulevard

- Avenue of orchard trees to give distinctive character to pedestrian footpath and cycle route
- 6.5m carriageway with flush kerbs
- 2m planted verge
- 3m two way cycle route
- 2m foot path
- Some visitor parking is provided on street.
- Variable set back for residential properties - typically 1.5 - 2.0m



Primary Street: Avenue

- 6.5m carriageway with flush kerbs
- 2m zone for on-street parking
- Drainage channel for SuDS
- 3m two way cycle route
- 2m foot path
- Variable set back for residential properties

07

ACCESS + MOVEMENT Movement Hierarchy

SECONDARY STREETS: LOCAL STREETS AND ACCESS STREETS

Role: Secondary Streets help encourage movement within neighbourhoods by providing a strong connected route that connects to local centres, schools and facilities. Local streets should provide direct, legible routes for all modes and connect where possible back into main streets.

Type of Journeys: Secondary Streets should primarily be used for movement at a neighbourhood level and for neighbourhood traffic to access higher-order streets.

Character: Secondary Streets should create spaces in which car drivers can no longer rely on the regulated environment of higher-order streets where traffic and pedestrians are segregated, and instead must rely on local context to inform road user behaviour. Although pedestrians and cyclists should not necessarily feel that they can dominate the street, their movement should be prioritised. The design of the street should limit vehicular speeds without the need for dedicated traffic calming features.

Frontage: Secondary Streets should be lined with building frontage of a sufficient scale to provide an appropriate level of enclosure responding to the context.

Public Transport: Although the bus network should primarily be focused on the Primary Streets, Secondary Streets are likely to provide key opportunities to access potential users, particularly by locating bus stops at local centres and schools.

Parking: On-street parking should be permitted unless there is a reason why this would not be appropriate.

Other Design Requirements: Cyclists will generally be accommodated on-carriageway, either with formal cycle lanes or as part of the general traffic lane.

Pedestrian crossing facilities are most likely to take the form of Zebra crossings and informal islands.



Secondary Streets: Local Street

- Up to 4.8m carriageway
- Varying 2 - 3 storey development fronting on route
- Boulevard character will be tree lined both sides
- Consistent grass covered/ planted verges
- On-Street parking in bays – parallel parked
- Segregated Cycle Footpath

Secondary Streets: Access Street

- Up to 4.8m carriageway
- Varying 2 - 3 storey development fronting on route
- Street trees to be provided with suitable gaps wherever possible
- Consistent grass covered/ planted verges
- On-Street parking in bays – parallel parked
- Built form aligned close to back of pavement

Secondary Streets: Access Street

- 4.8m carriageway width with on-road cycling
- Varying 2-3 storey development fronting onto route
- Informally designed parking bays will be accommodated
- High degree of built form enclosure, with consistent building lines and setbacks, softened with planting.
- Street trees to be provided with suitable gaps wherever possible, minimum 5m from buildings.

07

ACCESS + MOVEMENT Movement Hierarchy

TERTIARY STREETS: LANES, MEWS AND HOME-ZONES

Role: To provide access to homes, not for use by through traffic.

Type of Journey: The lowest-order of street should only be used by traffic with a local origin and/or destination.

Character: This lowest-order street should be designed so that drivers are within an environment that clearly articulates that pedestrians are prioritised. This street type is least likely to rely on standard highway engineering solutions, such as signage, to inform drivers about context. Techniques such as shared surfaces can be used to convey this message. The design of the street should limit vehicular speeds without the need for active traffic calming measures.

Frontage: The informal nature of these streets can be reflected in the adjacent development with varying building line, massing and orientation. The scale of development should provide an appropriate level of enclosure and reflect the intimate nature of these street types.

Public Transport: Bus services should not use the lowest order of streets.

Parking: On-street parking should be allowed unless there is a reason why this is not appropriate. Opportunities for casual parking that may block the carriageway should be designed out to avoid a street-scene that is dominated by parked cars.

Other Design Requirements: Tree planting can be used to help define spaces within the street.



Tertiary Street: Mews

- Home-zone created by varying building line and green corridor edge, with 3m pinch points along route to calm traffic and no traditionally demarcated carriageway.
- On street parking, incidental and doorstep play, seating and vehicular, cycle and pedestrian movement are all incorporated into the home-zone streetscape.

Tertiary Street: Home Zones

- Formed with a high degree of built form enclosure, with consistent building lines and setbacks
- Single shared surface
- Street lights and signage will be mounted on building façades
- Space will be created for small highway tree planting within the mews, between parking, or building set backs
- Informally designed parking bays will be encouraged

Tertiary Street: Lanes

- Single track road with informal edges (no barrier kerbs) providing access to low density rural edge
- Characteristic wide verge and ditch provided along lane,
- Parking provided off road, within the property curtilages
- No formal footpath provision, but verges immediately adjacent roadway provide some safe refuge when needed.

07

ACCESS + MOVEMENT Parking Strategy

VEHICLE PARKING STRATEGY

The more detailed requirements for car parking provision and locations will emerge as the detailed design progresses following this OPA, however, the general principles are considered here. A variety of parking regimes will be adopted across the development area, with the aim of accommodating the car as discretely as possible, and ensuring it does not dominate the public realm.

The level of car parking to be provided will be in accordance with the prevailing standards, both at a local and national level. While the proposals acknowledge the need and opportunity to influence mode of travel through car ownership constraint, it is also important to consider the continued role the private car has in fulfilling individual travel needs. The aim of the proposals is that the development will deliver appropriate levels of car parking, in a manner that ensures this is not detrimental to the local environment.

The general approach to residential parking will be to provide parking spaces on-plot or in discrete shared parking courts in higher density areas. An element of private parking and much of the visitor parking provision would be delivered in demarcated areas on street, potentially integrated in the verges. Other informal on-street parking will be discouraged through the use of landscaped verges and other physical measures. Visitor parking for cars, small vans and motorcycles should generally use shared public on-street parking.

Provision for cycles is an important consideration given the sustainable aspirations of the development. The majority of houses are to retain private access, such that cycle storage can take place within the plot either in garages or garden sheds. For higher density dwellings, a minimum of 1 secure and sheltered space will be provided per unit in shared facilities. A high level of shared, short term cycle parking will be provided in the immediate vicinity of the village neighbourhood centre and public transport hub in locations with good natural surveillance.

The development at Land North of Horsham has been planned to minimise car use, through the provision of good accessibility via more sustainable means of travel. Car parking is however required to provide for car ownership, to ensure that streets are not congested by parked cars, which could lead to safety and operational issues for non-car travel.

PARKING GUIDANCE

In November 2003, WSCC published Revised County Parking Standards and Transport Contributions Methodology (CPS). Sections relating to residential parking were revised in 2010, and updated guidance published as Guidance for Car Parking in New Residential Developments in September 2010.

Maximum car parking standards are provided in the CPS, along with minimum requirements for disabled parking. Cycle parking standards are also provided, and are stated as a minimum.

WSCC's Guidance for Parking in New Residential Developments (RPG) was adopted in September 2010, and replaced residential parking guidance given in WSCC's CPS.

The West Sussex Residential Parking Demand Calculator (PDC) will be used to calculate the required car parking provision for the residential element of the development at the reserved matters stages when the housing mix is known.

Cycle parking for the residential element will be provided in line with the minimum standards contained in WSCC's Guidance for Parking in New Residential Developments (2010).

Cycle parking for the other elements of the development will be provided in line with the minimum standards contained in WSCC's Revised County Parking Standards and Transport Contributions Methodology SPG (2003).

08 IMPLEMENTATION





PHASING STRATEGY

The site has been divided into three indicative phases which are to be delivered over the development period.

The phasing has been carefully considered to ensure a variety of dwellings are to be delivered at each stage, as well as ensuring the extent of access both vehicular and pedestrian is sufficient for the development to function.

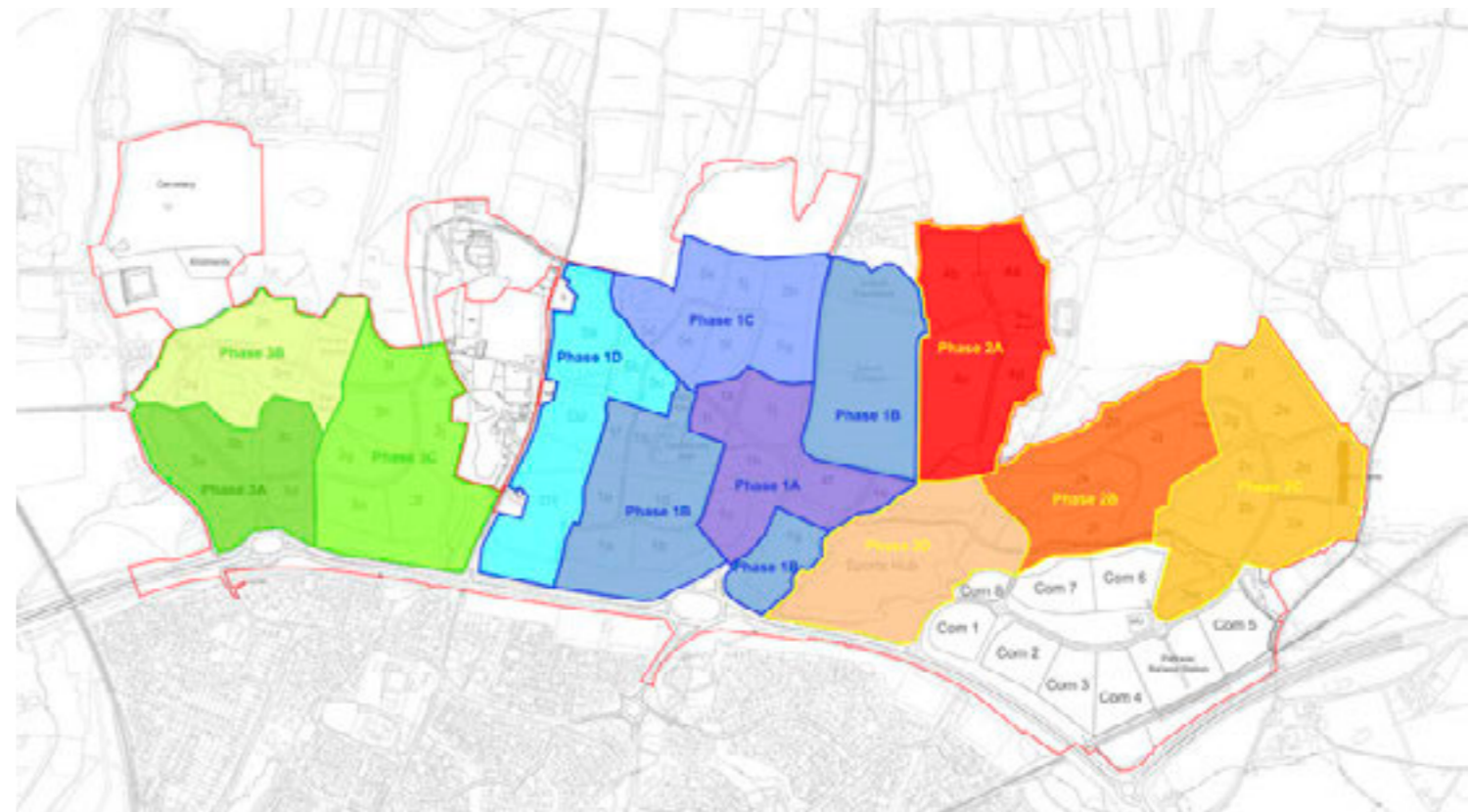
The phasing also takes account of early delivery of key infrastructure, including the education and community elements.

INFRASTRUCTURE

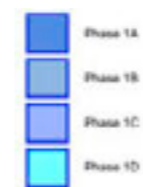
Liberty are committed to early delivery of infrastructure where possible. Detailed considerations of triggers for timing of the various elements of the development will be agreed with HDC, key stakeholders and the local community during the consideration of the application in order to ensure that infrastructure is delivered in an appropriate and timely manner. The provision will be secured via planning conditions and a Section 106 Agreement.

HIGHWAY INFRASTRUCTURE

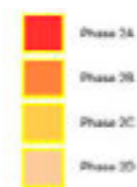
A programme of delivery for the highway infrastructure will be agreed, which will set out the sequence of works and delivery of the new junctions on the A264, the new access points from Ruser Road and Langhurstwood Road, together with the sequence of internal estate roads to connect the new neighbourhoods.



Phase 1: Residential



Phase 2: Residential



Phase 3: Residential



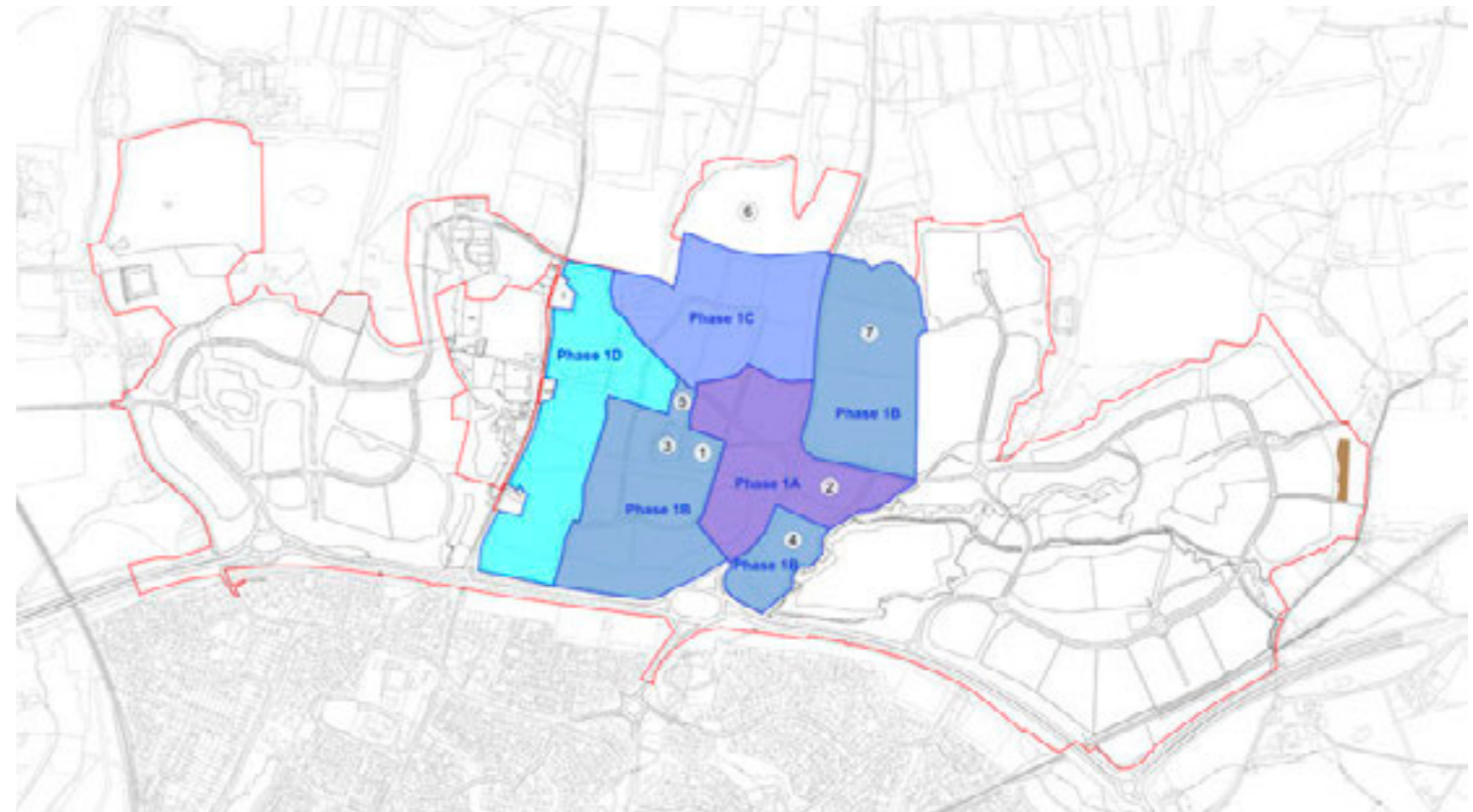
08

IMPLEMENTATION Phasing

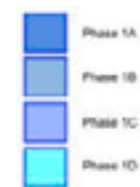
PHASE 1

Phase 1 will deliver a new local centre which will become the heart of Land North of Horsham organised around the Moated House and the new Rusper Road access. The first zone of the Business Campus will be delivered, via a new access off the A264. There will be:

- A range of employment uses focused on the provision of B1(a) use in a Business Park
- A regular and frequent bus service into Horsham town centre
- A school campus comprising a secondary school, a 2 FE primary school, early years provision and special needs provision
- Community facilities
- A food store
- A range of shops & cafés, restaurants and a pub
- Approximately 1000 homes in a range of dwelling types including local needs and private flats and houses
- A range of well connected play spaces to serve a range of age groups
- An attractive development edge to the existing A264 and Rusper Road
- Attractive landscape features including SuDS (sustainable urban drainage) and ecological improvements



Phase 1: Residential



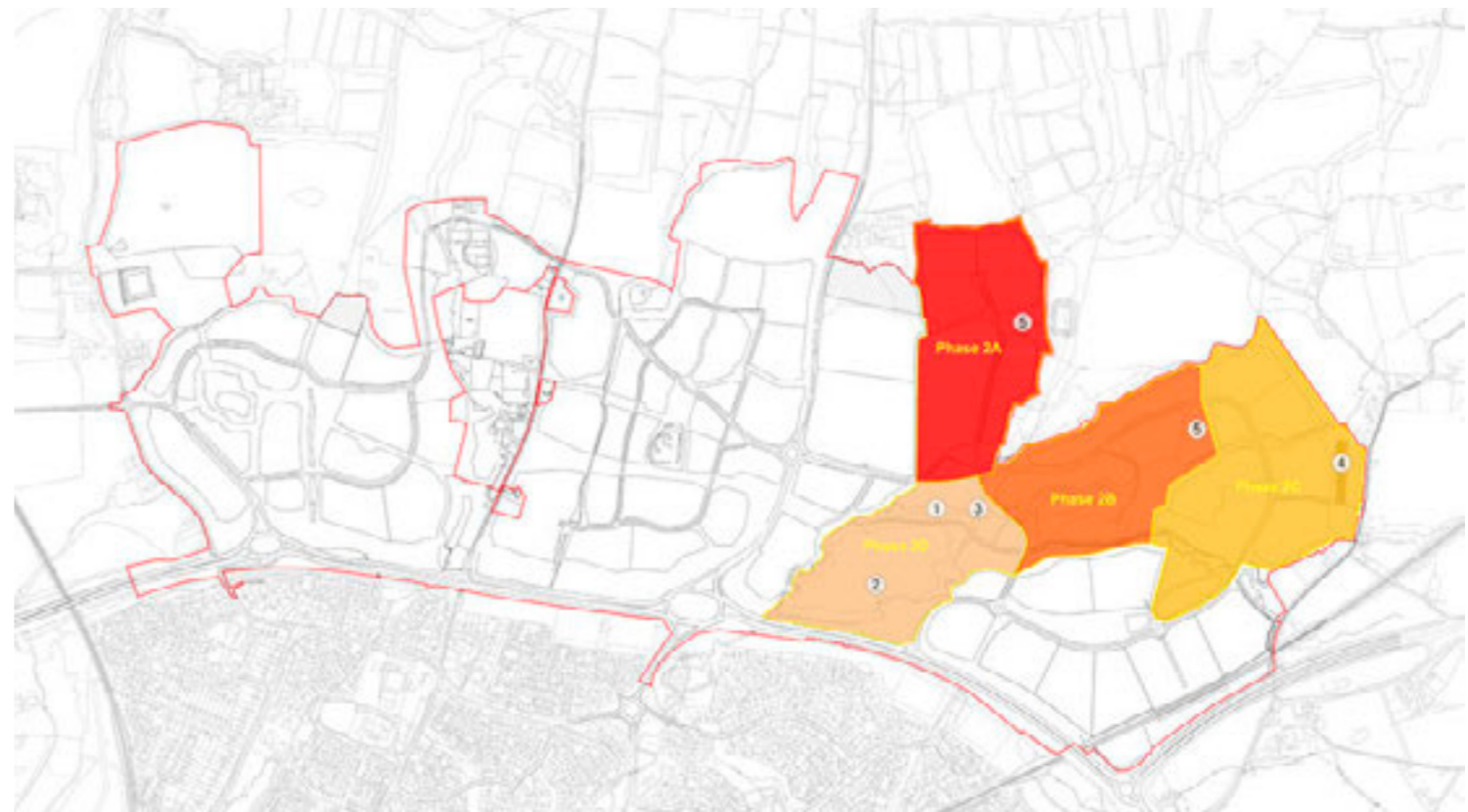
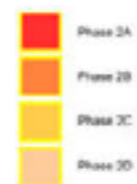
Key

1. Local Centre
2. Food Store
3. Community Facilities
4. Mixed Use Retail and Commercial
6. Informal Amenity Space
8. School Campus

PHASE 2

Phase 2 will deliver the new Natural Green Space area incorporating the new sports park and community facilities. The key element of the cross-site greenway will be formed. There will be:

- A range of employment uses focused on the provision of B1(a) use in a Business Park
- A new Nature Park
- Expansion of the town Riverside Walk
- New sports pitches adjacent to the Nature Park
- A new sports pavilion
- New multi use games areas
- A regular and frequent bus service into Horsham town centre
- Approximately 1000 homes in a range of dwelling types including local needs and private flats and houses
- A range of well connected play spaces to serve a range of age groups
- Attractive landscape features including SuDS (sustainable urban drainage) and ecological improvements.

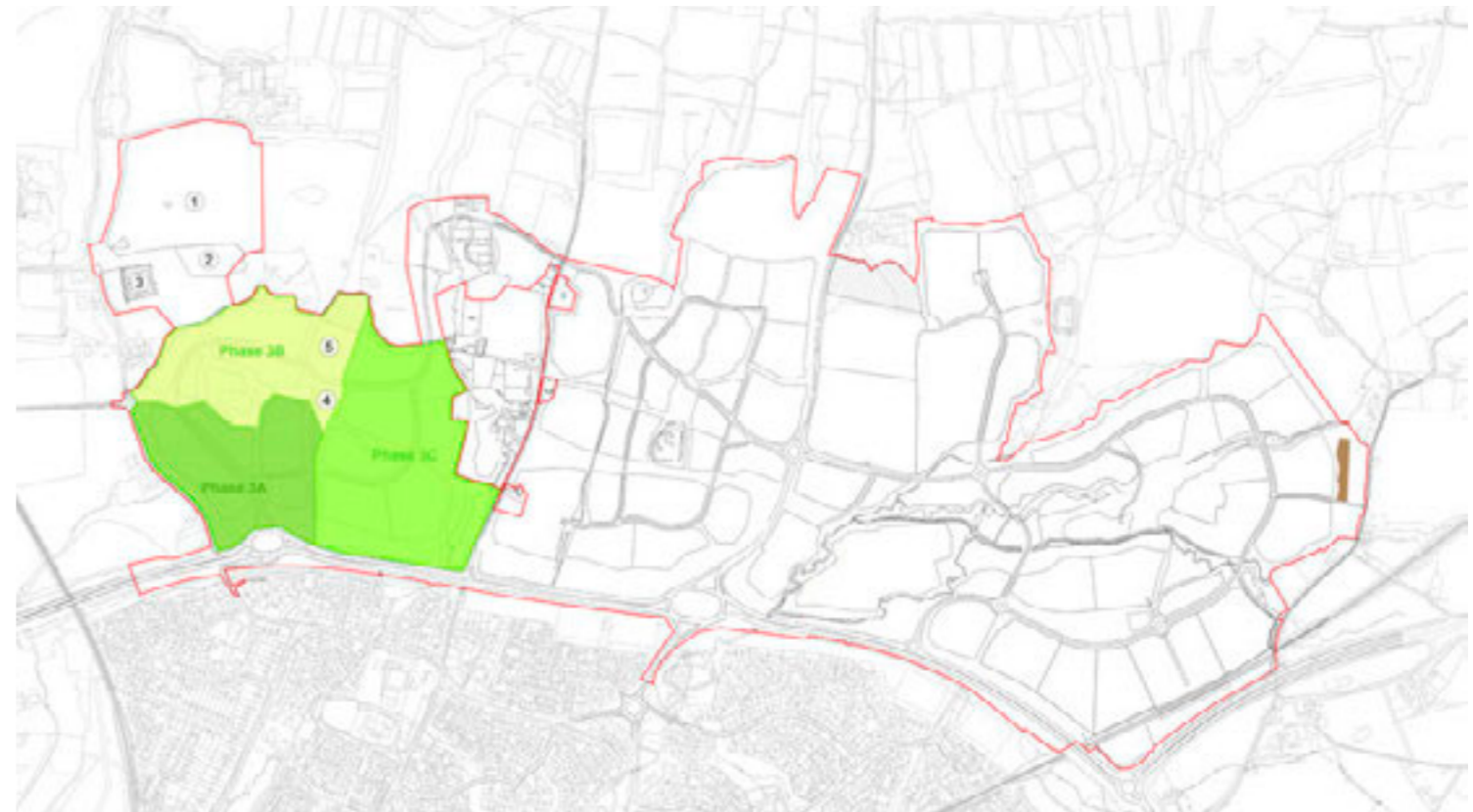
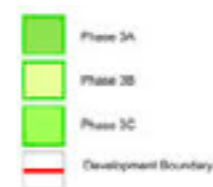
**Phase 2: Residential****Key**

1. Sports Pavilion
2. Sports Pitches
3. Interpretation centre
4. Allotments
5. Play Area

PHASE 3

Phase 3 will deliver the balance of the new neighbourhood areas to the north, east and west. A new access to Langhurstwood Road will be completed. There will be:

- A range of employment uses focused on the provision of B1(a) use in a Business Park
- A new parkway railway station
- A regular and frequent bus service into Horsham town centre
- Community facilities
- Approximately 750 homes in a range of dwelling types including local needs and private flats and houses
- A new 2FE primary school
- A range of well connected play spaces to serve a range of age groups
- A range of natural informal green amity spaces
- Attractive landscape features including SuDS (sustainable urban drainage) and ecological improvements
- A new cemetery
- A new allotment area

**Phase 3: Residential**

1. Cemetery
2. Allotments
3. Informal Amenity Space
4. Play Area
5. Primary School

Key

1. Cemetery
2. Allotments
3. Informal amenity space
4. Play Area
5. Primary School

09 SUMMARY





SUMMARY

The proposed development will fulfil the vision for this new urban extension to Horsham and will achieve the optimum balance of uses for the sustainable community at Land North of Horsham.

It will create an exciting residential area, in what is already recognised as a desirable place to live. It is supported by a new high quality business park, excellent wide ranging new and existing amenities, and access to public transport. It will reconcile the constraints and opportunities presented, and offer a solution that can be seen to maximise the potential of Land North of Horsham.

The proposals are entirely suitable for the site in terms of land use, amount of development, access, layout and appearance. It represents the next logical and sustainable stage in the long history of the development of Horsham.

Ultimately Land North of Horsham will become a vibrant new part of Horsham that can have a transforming effect on the local area, improving its infrastructure and facilities, as well as adding wider benefits to the town.

The proposals described herein are in full accordance with design polices contained within the HDPF (2015), as well as national guidance set out in the National Planning Policy Framework and National Planning Practice Guidance.

This Design and Access Statement has demonstrated that the requirements of The Town and Country Planning (Development Management Procedure) (England) Order 2015 under Article 9(3) items a - e have been satisfactorily addressed.



09

SUMMARY

